

Automobile

WE DRIVE THE
ASTON MARTIN
DB5, DBS,
AND ALL-NEW
DB10 FROM
“SPECTRE”

BOND, JAMES BOND



FIRST DRIVES

ALL-NEW CHEVROLET CAMARO: MORE POWERFUL V-8 THAN MUSTANG! CHEVY'S LIGHTER, QUICKER PONYCAR TAKES THE FIGHT TO FORD

// **SHELBY GT350** // **BMW 7 SERIES** // **JAGUAR XF**

FUTURE FERRARIS
THE INSIDE SCOOP ON
MARANELLO'S SECRET PLANS

DAWN BREAKS
ROLLS-ROYCE'S HEAVENLY
NEW DROPHEAD OPENS UP

THE TALE OF THE ALL-NEW
2016 MALIBU

AS TOLD FROM AN ENGINEERING AND DESIGN PERSPECTIVE.

We sat down with designers Mike Pevovar and Crystal Windham, and integration manager Lance Johnstone to talk about the innovation that went into developing the next-generation Malibu.



Malibu Premier with 2.0L engine offers a GM estimated 32 MPG highway. Official EPA estimates not yet available.





MIKE PEVOVAR & CRYSTAL WINDHAM

GM EXTERIOR AND INTERIOR DESIGN DIRECTORS

In terms of design, what are some defining features of the all-new Malibu?

Mike: The Chevrolet Malibu has a road presence that balances form and function in a way that will turn heads. When creating the “new face of Chevy,” the grille, headlamps and daytime running lamps all laid the foundation for the expressive, windswept body lines. The design is assertive and confident, as emphasized by its solidly planted stance. Long, dramatically sweeping surfaces really make Malibu stand out from the crowd. The whole vehicle feels tidy and taut – something you could throw around a little.

Crystal: Malibu interior design is all about maximizing comfort with style. The instrument panel is down and away for more driver space, but the available touch-screen is up to 8 inches. We offset and slightly floated the screen to use space better. That’s pretty daring for this market, but glare and reach are optimized for a driver. Also, the softest materials are closest to the customers, and the details are outstanding – lots of inserts and accents of different textured leather appointments,

intricate stitching – it’s taking those expressive zones and adding more. We want to surprise people, not just the first time, but the second time, third time – like, “Wow ... they have this little pocket here for my umbrella!” and “Wow ... so this is what my car looks like at night!”

How do interior and exterior design elements of the all-new Malibu complement each other?

Mike: The extra 1.3 inches of rear leg room set the stage for exterior design – it stretched everything, so we used that to set up body proportions to make the vehicle look lower, longer and wider. Also, the sixth rear quarter panel window not only increases visibility and brings more sunlight inside, it helps make the car look lighter, more airy and more spacious from the outside.

Crystal: When you start with a solid exterior foundation with correct proportions, the interior design architecture comes together naturally, and we can focus on improving visibility and comfort. I always say the exterior draws you in, but the interior keeps you there. Drivers spend so much time in their car, so it should feel like a second home.

“We want to surprise people, not just the first time, but the second time, third time...”

Crystal Windham, INTERIOR DESIGN DIRECTOR



LANCE JOHNSTONE

GM VIRTUAL PERFORMANCE INTEGRATION MANAGER

The 2016 Malibu is quieter, offers improved mileage and better handling. How could you improve Malibu on so many dimensions simultaneously?

The key is integration – working with all of the vehicle components and vehicle teams simultaneously to create the lightest, best performing structure for the vehicle. The ultimate goal was to design Malibu with surprising MPG with less mass, but no reduction in performance. Integration allowed us to work through all of the consequences of using one part or another, and combining components. It allowed us to optimize more and compromise less, and it really paid off in the all-new Malibu. We were able to remove nearly 300 pounds from the vehicle – making it the lightest vehicle in its class, all the while offering an estimated 37 MPG highway!¹

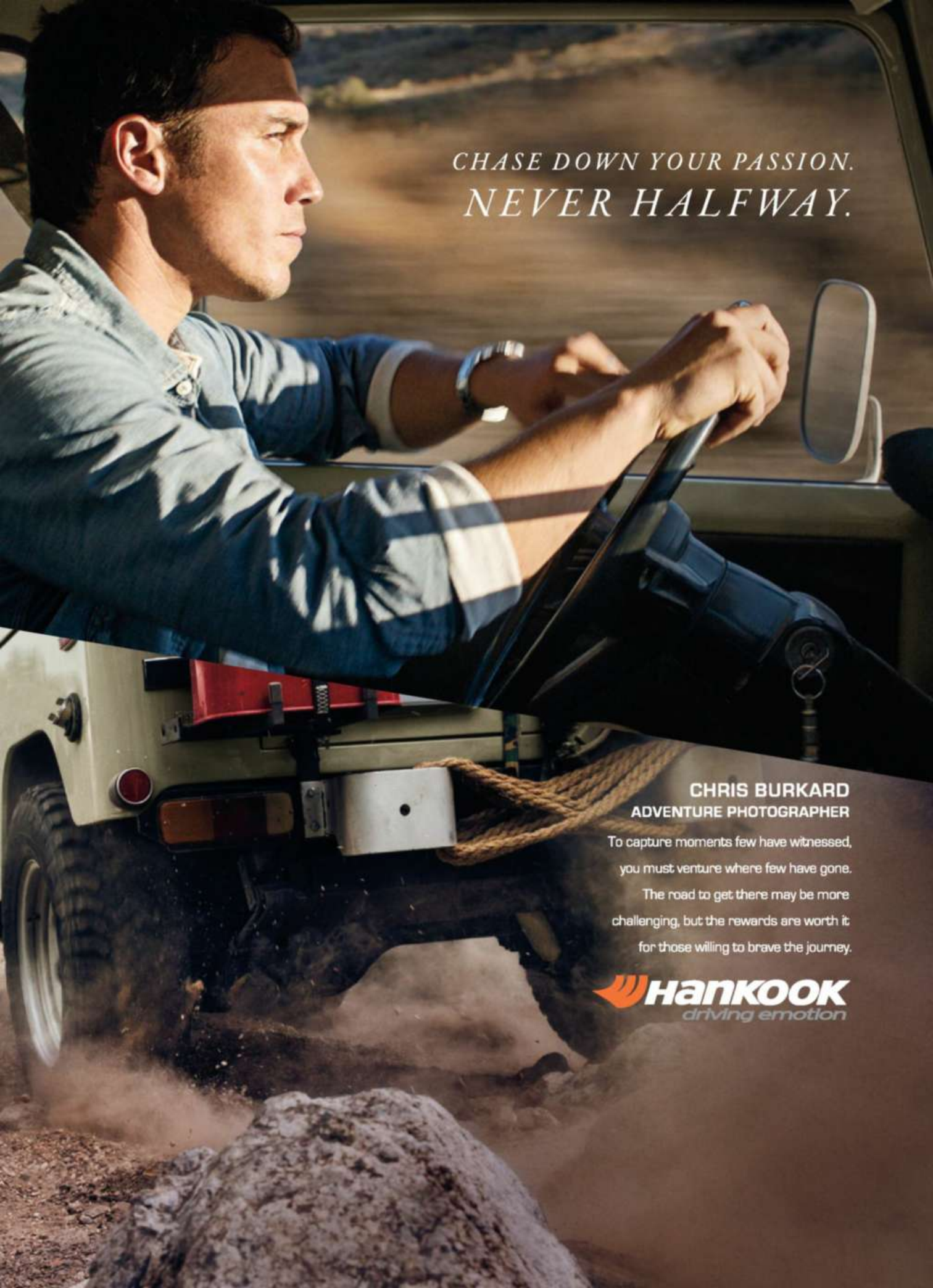
What technologies aided in optimizing vehicle integration with the Malibu design team?

Computer-assisted engineering has progressed to the point where it allowed us to explore and virtually evaluate more design alternatives for the new Malibu than ever before. This gave us new insights by showing us how these alternative designs for the vehicle structure could improve performance across numerous different vehicle-performance dimensions. These internal structural improvements then paved the way for new external design considerations and possibilities. The engineering improvements optimized performance and mass, enabling MPG and also had an impact on the exterior’s great design.



¹ With 1.5L engine. Based on GM testing. Official EPA estimates not yet available.



A man with dark hair, wearing a blue and white striped long-sleeved shirt, is driving a vehicle through a rocky, dusty landscape. He is looking forward with a focused expression. The vehicle is a light-colored SUV or truck, and the wheels are kicking up a cloud of dust. The background shows a hilly, arid landscape under a bright sky.

*CHASE DOWN YOUR PASSION.
NEVER HALFWAY.*

CHRIS BURKARD
ADVENTURE PHOTOGRAPHER

To capture moments few have witnessed,
you must venture where few have gone.

The road to get there may be more
challenging, but the rewards are worth it
for those willing to brave the journey.

 **Hankook**
driving emotion



Robert Cumberford

Rolls-Royce Dawn Opens Up

The prettiest Rolls in more than a decade marks a return to the automaker's days of sumptuous glory.

72



60

Christopher Nelson

A Bond Car for a New Generation

With the release of the latest James Bond film, we go to England to drive the three best Aston Martins associated with Britain's most debonair secret agent.

80

Preston Lerner

The Everyracer

Mazda creates its most engaging race car yet from the all-new MX-5 Miata.

90

Christopher Nelson

Then vs. Now

From slow and simple in the Datsun 510 to anything but in today's Nissan Maxima.

PEOPLE WHO KNOW ***CARS & ENGINES*** USE ROYAL PURPLE



Royal Purple's unique blend of additives, such as our proprietary Synerlec® technology, enable Royal Purple synthetic products to outperform leading synthetic and conventional lubricants.

Royal Purple—feel the difference!



www.royalpurple.com

ROYAL
**PURPLE™**



DRIVING ONE ISN'T THE ONLY THING THAT'S A PLEASURE



It's not easy to command someone's attention when there's an F-TYPE in the room, so our service experience had to be as exceptional as the cars themselves. Come see for yourself. The 2016 F-TYPE Coupe, starting from \$65,000.*

Jaguar ranked "Highest in Customer Satisfaction with Dealer Service among Luxury Brands" by J.D. Power.† Visit jaguarusa.com/whyjaguar

THE ART OF PERFORMANCE

© 2015 JAGUAR LAND ROVER NORTH AMERICA, LLC. Vehicle Shown: 2016 Jaguar F-TYPE R Coupe. *Price shown is MSRP. Excludes destination/handling fee. †Jaguar received the highest numerical score among luxury brands in the proprietary J.D. Power 2015 U.S. Customer Satisfaction Study. Study measures satisfaction among owners who visited a dealer for service during the first three years of ownership. Proprietary study results.



LY
E..



ing, tax, title, license, and retailer fees, all due at signing, and optional equipment. Retailer price, terms and vehicle availability may vary. See your local
mer Satisfaction Index (CSI) StudySM. Results based on responses from 70,483 owners and lessees of 2010 to 2014 model-year vehicles, measuring 12
ults are based on experiences and perceptions of owners surveyed from November-December 2014. Your experiences may vary. Visit jdpower.com.



IGNITION

14

Mike Floyd

Editor's letter

Twin-turbo fun, times two.

16

News

The future of Ferrari, driver's licenses around the world, London's new Metrocab, a guide to winter tires.

28

Robert Cumberland

By Design

Pebble's Best of Show winner, a 1924 Isotta Fraschini Tipo 8A Cabriolet, looks oversweetened.

32

Arthur St. Antoine

The Asphalt Jungle

Roadtripping in a Huracán.



34

Jamie Kitman

Noise, Vibration & Harshness

Smarting over the Smart Fortwo.

36

Letters

Appreciating Jaguar's continuation E-type.

38



DRIVEN

38

2016 Chevrolet Camaro

Upping the ante in the ponycar wars.

44

2016 BMW 7 Series

The S-Class should watch out.

50

2016 Shelby GT350 Mustang

Ford's Voodoo V-8 works its flat-plane 562-hp magic.

56

2017 Jaguar XF

Rejuvenating the car that rejuvenated Jaguar.

The sixth-generation Camaro will battle Mustang once more, while the Shelby GT350 takes on Mazda Raceway Laguna Seca.

UPSHIFT

96

Four Seasons Wrap

The 2014 Mini Cooper is bigger and better equipped, but is it fun to drive?

102

Collectible Classic

The 1993-'95 Mazda RX-7: an affordable sports car unmatched in its time.

104

Auctions

One of the last hand-built Mercedes-Benzes sells for \$121,000 at RM Sotheby's auction in Plymouth, Michigan.

109

Interview

Catching up with Craig Jackson of Barrett-Jackson Auction Company.

102



CAMARO: ANDREW TRAHAN, GT350: WES ALLISON, ASPHALT: TIM MARRS, RX-7: JESSICA WALKER



Scintillating marquise-cut
DiamondAura center stone,
9mm x 4.5mm

90 brilliant-cut
DiamondAura rounds

.925 sterling silver setting
fits whole ring sizes 5-10

Does This Ring Make My Wallet Look Fat?

Spend 100% LESS on Luxury with **FREE* Jewelry...** only from Stauer

Buy now, pay never. Call us today and we'll send you the .925 sterling silver and DiamondAura® **Mirador Marquise Ring** (a \$395 value†) for **FREE!**** That's right... **FREE**. It's true. We cut the ring price 100% and you pay only \$19.95 for shipping & processing (*see details below). There are no tricks. You aren't obligated to spend another dime... although we make it VERY hard to resist.

Why give away jewelry? We want your attention. We want you to take a closer look at our 8 million carats of

rubies, emeralds and sapphires and vintage-inspired watches. Once you discover "Luxury for Less," we're betting that you'll fall in love with Stauer.

COMPARE FOR YOURSELF AND SEE!		
	Mined D-Flawless Diamond	DiamondAura
		Compares to:
Hardness	Cuts Glass	Cuts Glass ✓
Cut (58 facets)	Brilliant	Brilliant ✓
Color	"D" Colorless	Colorless ✓
Clarity	"IF" Flawless	Clear ✓
Dispersion/Fire	0.044	0.066 ✓
1 ctw ring price	\$22,000+	FREE

If we had our way, we'd send your **Mirador Marquise Ring** with no shipping charge. Unfortunately, the rising cost of gas and freight makes that impossible. But, to sweeten the deal, we'll include a **\$20 Stauer Gift Coupon** with your **FREE** ring. More proof that true luxury is money in the bank!

Mirador Marquise Ring (1 ¼ ctw)

Appraised at \$395†

Your Cost With Offer Code—FREE*

*pay only shipping & processing of \$19.95.

Stauer®

14101 Southcross Drive W.,
Dept. FMR254-01
Burnsville, Minnesota 55337
www.stauer.com



Rating of A+

You must use the offer code below to
receive this special free ring.

1-888-324-2060

Offer Code FMR254-01

Please mention this code when you call.

Smart Luxuries—Surprising Prices™

* This offer is valid in the United States (and Puerto Rico) except in TX, FL, CO, OK, RI, NH, WV, OR, SC, VA and ID. These state residents will be charged one cent (\$.01) + shipping & processing for the item. Void where prohibited or restricted by law. Offer subject to state and local regulations. Not valid with any other offers and only while supplies last. This offer is limited to one item per shipping address. ** Free is only for customers who use the offer code versus the original Stauer.com price.

† For more information concerning the appraisal, visit <http://www.stauer.com/appraisedvalues.asp>.

YOU LITERALLY
WON'T HAVE TO
**LIFT A
FINGER**



With the press of a button,
you can restore your car's
original paint. Our online
videos will show you how to
tackle most repairs in
a single afternoon.

Paint pens >>> ½ oz & 2 oz bottles
12 oz spray cans >>> Ready-to-spray pints,
quarts and gallons

AUTOMOTIVETOUCHUP.COM
888-710-5192

Automobile

Editor-In-Chief MICHAEL FLOYD

Executive Editor MAC MORRISON

Creative Director DARREN SCOTT

Detroit Bureau Chief TODD LASSA

Senior Editors CHRISTOPHER NELSON, DAVID ZENLEA

Features Editor RORY JURNECKA

Copy Chief EMILIANA SANDOVAL

Managing Editor RUSTY KURTZ

Senior Copy Editor KATHLEEN CLONTS

Copy Editors JESSE BISHOP, KARA SNOW

Graphic Designer MICHAEL CRUZ-GARCIA

Managing Art Director MIKE ROYER

Staff Photographer PATRICK M. HOEY

European Bureau Chief GEORG KACHER

Automotive Design Editor ROBERT CUMBERFORD

West Coast Editor MICHAEL JORDAN

New York Bureau Chief JAMIE KITMAN

Editor-At-Large ARTHUR ST. ANTOINE

Videographer SANDON VOELKER

AUTOMOBILEMAG.COM

Daily News Editors JOSEPH CAPPARELLA,

CONNER GOLDEN, JAKE HOLMES, ERIC WEINER

Production Editor ELEONOR SEGURA

CONTRIBUTING WRITERS

RONALD AHRENS, JASON H. HARPER,

DAVE KINNEY, JOHN LAMM, PRESTON LERNER,

BOB MERLIS, LAWRENCE ULRICH

MANUFACTURING & PRODUCTION OPERATIONS

VP Manufacturing & Ad Operations GREG PARNELL

Senior Director Ad Operations PAULINE ATWOOD

Archivist THOMAS VOEHRINGER

CONTRIBUTING ARTISTS

TIM ANDREW, MARK BRAMLEY, DANIEL BYRNE,

JIM FETS, MARTYN GODDARD,

STEFFEN JAHN, ROBERT KERIAN,

CHARLIE MAGEE, TIM MARRS, A. J. MUELLER,

MARK OLIVER, TOM SALT, JÜRGEN SKARWAN,

ANDREW TRAHAN, ANDREW YEADON

EDITORIAL OFFICES

831 S. DOUGLAS STREET

EL SEGUNDO, CALIFORNIA 90245

310.531.9900

SUBSCRIBER CUSTOMER SERVICE

Phone: 800.289.2886 (Outside the U.S., 386.447.6385)

E-mail: automobile@emailcustomerservice.com

Mail: Automobile Magazine, P.O. Box 420235,

Palm Coast, Florida 32142-0235. Please include

name, address, and phone number on inquiries.

Postmaster Send address changes to Automobile Magazine

P.O. Box 420235, Palm Coast, Florida 32142-0235

Reprints To purchase custom reprints or e-prints

of articles appearing in this publication, contact:

Wright's Media 877.652.5295

(Outside the U.S., 281.419.5725)

General Manager In-Market Network ERIC SCHWAB

ADVERTISING SALES

WEST/ Los Angeles:

831 S. Douglas St., El Segundo,

CA 90245; 310.531.9900

Mark Dewey; Bruce Kukuk; Chuck Miller;

Matt Smith; Brian Striff

EAST/ New York:

261 Madison Ave., 6th floor, New York,

NY 10016; 212.915.4000

Janet Catallo; Jim Keplesky

NORTH/ Detroit:

4327 Delemere Court, Royal Oak,

MI 48073; 248.594.5999

Joe Didato; Mike DeTurris; Carrie Roeder; Matt Cornelius

MIDWEST/ Chicago: **Jen Wittman**, 310.531.9896

SOUTHEAST/ **Brit White**, 813.675.3479

To advertise on this magazine's website, or any of

TEN: The Enthusiast Network's other enthusiast sites,

please contact us at IM-Advertising@enthusiastnetwork.com

ADVERTISING

Associate General Manager,

In-Market Network MARIA JAMISON

VP Digital Media JASON RICE

Marketing Director SHAWN HIGGINS

Advertising Coordinator PATTY LUDI

TEN: THE ENTHUSIAST NETWORK, LLC

Chairman PETER ENGLEHART

Chief Executive Officer SCOTT P. DICKEY

EVP Chief Financial Officer BILL SUTMAN

President Automotive SCOTT BAILEY

EVP Chief Creative Officer ALAN ALPANIEN

EVP Sports & Entertainment NORB GARRETT

EVP Chief Content Officer ANGUS MACKENZIE

EVP Operations KEVIN MULLAN

SVP Enterprises TYLER SCHULZE

EVP Sales & Marketing ERIC SCHWAB

SVP Digital Operations DAN BEDNAR

SVP Sales Operations MATT BOICE

SVP Financial Planning MIKE CUMMINGS

SVP Automotive Digital GEOFF DEFRAANCE

VP Editorial Operations AMY DIAMOND

SVP Content Strategy, Automotive DAVID FREIBURGER

SVP Digital, Sports & Entertainment GREG MORROW

VP Digital Monetization ELISABETH MURRAY

SVP Marketing RYAN PAYNE

EVP Mind Over Eye BILL WADSWORTH

CONSUMER MARKETING, ENTHUSIAST MEDIA

SUBSCRIPTION COMPANY, INC.

SVP Circulation TOM SLATER

VP Retention & Operations Fulfillment

DONALD T. ROBINSON III



Occasionally our subscriber list is made available to reputable firms offering goods and services we believe would be of interest to our readers. If you prefer to be excluded, please send your current address label and a note requesting to be excluded from these promotions to TEN: The Enthusiast Network, LLC, 831 S. Douglas St., El Segundo, CA 90245, Attn: Privacy Coordinator. To order back issues, visit www.circsource.com/store/storeBackIssues.html. Printed in the USA. Copyright ©2015 by TEN: The Enthusiast Network Magazines, LLC. All rights reserved. Canada Post: Return undeliverable Canadian addresses to IMEX Global Solutions, P.O. Box 25542, London, ON N6C 6B2.

DRIVE IT. RACE IT. LIVE IT.

**THE WORLD'S PREMIER DESTINATION FOR AUTOMOTIVE
VIDEO CONTENT—MOTORSPORT, MOVIES, DOCUMENTARIES,
ORIGINAL SERIES—AT YOUR FINGERTIPS.**



MOTORTREND
ON DEMAND

MOTORTRENDDONDEMAND.COM

EDITOR'S LETTER



VOLUME 30 . NO.9 . DECEMBER 2015

GRIP THE STEERING WHEEL A LITTLE

tighter, my knuckles whitening. It's just past dawn on the Monterey Peninsula, and the usual shroud of fog cloaks the coastline. Out to my right the Pacific Ocean is down there somewhere. In front of me is one of America's most storied stretches of

road—California's Highway 1. Pea-soup visibility is not going to stop me from attacking it in the mighty Mercedes-AMG GT S, but I'm on high alert.

Thankfully traffic is extremely light, and I unleash the GT S on set after set of Highway 1's squiggly ribbons of road; by now, I've been in Mercedes-AMG's new beast for several hundred miles on the way up to and during the annual Pebble Beach car week festivities. It has proven to be a super sports car you can cruise in happily all day, with its tight sport seats, a plethora of modern amenities, and looks that had the Pebble throngs gawking like it was Beetlejuice in a thong on a unicycle. But this is the first time I've really been able to explore the car's true character.

The baritone roar of the AMG-massaged, 4.0-liter twin-turbo V-8 cranking out 503 Affalterbach-tuned horses drowns out the crashing waves below as I floor it on a rare stretch of relatively straight road. As the next set of bends approaches, I go hard yet again on the outstanding brakes and flip the downshift paddle. The GT S feels a bit bulky in certain spots, but it otherwise proves more than a match for anything Highway 1 serves up.

Along the entire glorious stretch, turbo lag never crosses my mind. If I didn't already know the engine was boosted, I probably wouldn't notice it was. Power is immediate. Torque is rated at 479 lb-ft, and it does nothing but help the GT S feel intense under hard acceleration (a happy by-product of turbo engines). This is far from the first time Mercedes has deployed a turbocharged engine in one of its recent performance cars. But it's notable as the recently retired SLS AMG, upon which the GT S is loosely based, utilized the brand's long-running naturally aspirated 6.2-liter (or 6.3 if you round up like Mercedes) V-8. Dig up any cliché you want—end of an era, passing of the torch, CAFE all the way—that engine has been (one more) put out to pasture.

Like Mercedes' old warhorse, Ferrari recently disposed of its venerable, free-breathing, high-revving 4.5-liter V-8 that powered the 458 Italia, arguably the greatest mid-engine supercar of the modern era. In its place is another twin-turbo V-8 mill that powers the new 488 GTB, the 458's successor. It's smaller in displacement at 3.9 liters but posts much bigger numbers in both horsepower (661) and torque (561).

TWIN-TURBO FUN ON THE 1

There was much whining that the wail of Maranello's naturally aspirated, flat-plane crank V-8 was silenced; I attended a Ferrari press conference at the 2015 Geneva show earlier this year where no fewer than 362 questions bemoaning the retirement of the engine, all worded slightly differently, were lobbed at the beleaguered panel. "But the sound? How could you?" It was akin to turning the late Luciano Pavarotti from a tenor into a soprano.

During Pebble, I also had an opportunity to experience the 488 GTB for a couple of hours along Highway 1. The sun was out and the area's unrivaled beauty was on full display, but unlike my unmolested fun run in the GT S, traffic was thick with four-wheeled obstacles. Not exactly the best way to get acquainted with the car, but when you're handed the keys to a Ferrari, you figure out a way to enjoy yourself regardless. I crept along and waited for traffic to move ahead as far as I could, then launched like a bat out of Italy.

For sure, the death of what was Ferrari's signature soundtrack is worthy of a 21-cylinder salute, but something tells me 488 owners are going to miss it for about as long as it takes to get to 120 mph (8.3 seconds). The new engine note has more than enough swagger, with just a hint of turbo wastegate whoosh to finish it off.

I attended another Ferrari press event at the recent 2015 Frankfurt auto show and asked about customer reaction to the 488's powerplant. Turns out it's a twin-turbo dose of good news: Existing Ferrari owners have been wowed, and the marque has attracted new customers intrigued by the engine.

So although the song has changed, power and torque are up, as is efficiency, and as we move inexorably toward emissions Armageddon, to me that's about the best we can hope for in the foreseeable future. ■

Buying Smart Starts Here

automotive.com[®]

Reviews + Research + Pricing Tools & Much More...



Ignition

/ The Deep Dive



FERRARI / LICENSING / LONDON CABS / WINTER TIRES /
LETTERS / ST. ANTOINE / KITMAN / CUMBER

the FUTURE of FERRARI

Five all-new models that have us feeling hopeful



Is Ferrari falling apart? Key members of its team jumped ship in the past two years, including former chief engineer Roberto Fedeli, who defected to BMW, former Formula 1 boss Stefano Domenicali, who is now at Audi, and vehicle concept mastermind Philippe Krief, who took a handful of specialists with him when he left to run Alfa Romeo's skunkworks in Modena. Oh, and let's not forget that Sergio Marchionne cut out longstanding charismatic leader Luca di Montezemolo

and then ascended the throne himself. What happens now that money-loving Marchionne is calling the shots? Ferrari gets fluffier, doubles or triples production, and makes a family-friendly SUV?

No. Veteran CEO Amedeo Felisa still pulls the strategic strings, and he oversees Michael Leiters, an enthusiast who came from Porsche and is now Ferrari's chief technological officer. Even Marchionne knows not to mess with the brand values of his golden goose, and he understands that any kind of evolution must revolve around sports cars and only sports cars.

Ferrari will launch a new modular vehicle architecture

that will underpin most future models, save special-edition one-offs. The layout will not only cut development and purchasing costs, it will also introduce a new level of production flexibility.

The matrix, built around a lightweight all-aluminum spaceframe, will work for both front- and mid-engine vehicles. It will be possible to swap drivetrain, chassis and suspension setups, as well as electronic systems, in and out with ease. The modular vehicle architecture should be introduced on the second-generation California in 2017.

The California will also be the first Ferrari to have what's

an all-new look for the brand—more extroverted, more aggressive, more radical, and more track-focused. The California will be significantly lower and more capable, and the best-selling Ferrari will retain its folding hardtop, which will be lighter and stack more efficiently. We might also see a less expensive California with a twin-turbo, 2.9-liter V-6 instead of the turbocharged 3.9-liter V-8.

While the V-6 could have a familiar 90-degree layout, R&D is also considering an F1-style, wide-angle, 120-degree V-6, which would help push down the center of gravity. Ferrari says that 600



FERRARI WILL LAUNCH A NEW MODULAR VEHICLE ARCHITECTURE THAT WILL UNDERPIN MOST FUTURE MODELS



1. FF The next generation of Ferrari's four-passenger, all-wheel-drive car might have full-length gullwing doors.

2. LaFERRARINA This model, loosely based on LaFerrari's platform, is being built to celebrate Ferrari's 70th anniversary.

3. F12 BERLINETTA This fabulous grand tourer will soon be one of the only Ferraris with a V-12 engine.

4. CALIFORNIA It will be built on an all-new architecture but still have its power-folding hardtop.

5. DINO The littlest mid-engine coupe might finally be a (more) affordable Ferrari.

hp is feasible, and that's before adding any electric power-assist systems. The best part about this V-6, though, is that it will be made to measure for the Dino, which Montezemolo wouldn't approve but Marchionne is eager to build. The Dino, which could come to market as the 486, will look more butch and aggressive than sleek and elegant Dino from the '60s.

Call the Dino an entry-level Ferrari if you want, but—with a starting price around \$200,000—we won't. Being derived from the completely redesigned 488 GTB replacement that should bow in 2021, the reborn Dino will be

a compact, mid-engine coupe sitting on a shortened and slightly narrower platform. It will have skinny overhangs, a low roofline, and unique lights, bumpers, wheels, and doors to set it apart from the 488 GTB replacement, which will be powered by a twin-turbo V-8 that's good for about 700 hp.

That twin-turbo V-8 should also make its way into the second-generation FF, replacing the naturally aspirated V-12. To be built on Ferrari's modular matrix, the FF will again be front-engine, will still seat four, and will still have all-wheel drive, but it will look revolutionary. Ferrari is considering full-length

gullwing doors for the FF, as well as a shorter nose, a longer roof, and a slightly longer rear end.

If you're worried about the V-12 dying, don't be. Ferrari knows from customer feedback and market research that there is and will be strong demand for a high-end, front-engine two-seater powered by a naturally aspirated V-12, so expect the F12 Berlinetta replacement to still have 12 cylinders. Felisa and friends are also preparing a top-secret jubilee model for Ferrari's 70th anniversary in 2017. Referred to by some as LaFerrarina, the car will be loosely based on LaFerrari's platform but less

extreme in design and concept. While the V-12 is the logical choice for this car, an active-hybrid system built around a turbocharged V-8 would be a more forward-looking application. LaFerrarina's production run is believed to be limited to 1,947 units in honor of the automaker's founding year.

We haven't heard anything about Ferrari's next supercar—a lesser version of LaFerrari without electronic power enhancers has been discussed but not approved—but we hope to soon. Whatever it is should be good. Because Ferrari isn't falling apart. Far from it, in fact. ■



PRECISION MATTERS.

IT MATTERS IN EVERYTHING. TO US, IT MATTERS MORE THAN ANYTHING. EXPLORE AT GMC.COM

©2015 General Motors. All rights reserved. The marks appearing in this ad are the trademarks or service marks of GM, its subsidiaries, affiliates or licensors.



GMC WE ARE PROFESSIONAL GRADE



DIFFERENT TAKES ON THE DRIVER'S LICENSE



Around the globe, getting behind the wheel is far too easy, impossible, or somewhere in between

There's no universal standard for getting a driver's license, and testing procedures and driving requirements vary greatly from country to country. Want an idea of just how different they can be?

0

Number of tests a new driver in **Mexico City** had to pass to get a license until recently. Only a verbal declaration of driving ability was required.

10

Number of written questions people must answer in **Egypt** to get a license. After they demonstrate their ability to park and drive forward and backward through an oh-so-challenging S-shaped course, that is.

15

The number of years a license can be good for in **Finland**. To obtain it, though, you must take instruction on car maintenance and driving on slippery terrain. Instruction in nighttime driving is also mandatory because the sun sets as early as 3:15 p.m. in the winter.

20

Number of points on a new driver's license in **Italy**. If someone loses all his or her points by committing multiple offenses, such as speeding or using a cellphone, he or she must take another driving test.

4

Levels of driver's licenses permitted in **North Korea**, although private car ownership is not allowed. Licensed drivers—typically from wealthy families—often work for the government as chauffeurs.

14

Age at which a teen can first get a restricted driver's license in **South Dakota** that allows unsupervised driving from 6 a.m. to 10 p.m. with a parent or guardian's permission.

Number of days you need to have a learner's permit in **India** before you can get a light motor vehicle license after a rudimentary driving test.

30

Speed limit in mph for new drivers in southern **Australia**, regardless of the posted limit. Also, new drivers under 25 cannot drive a vehicle that has eight or more cylinders, has been modified, or has forced induction. (Turbodiesels are an exception.)

62

"Driving is a privilege, not an inalienable right." We heard our high school driving instructor say that once, but what do we make of places that deny the ability to drive to select groups? In **Saudi Arabia**, women cannot drive. When **Afghanistan** issues licenses to women, which is extremely rare, men try to run them off the road. Culture and religion make female drivers scarce in **Sudan** and **Morocco**, and **Russia**, one of the first countries to ever issue driver's licenses, recently banned transgender individuals from driving.

100

Number of questions applicants in **China** must answer in 45 minutes. At least 90 must be correct, and the Ministry of Public Security provides no sample test to practice with, "as it is the intention of the Ministry that students must learn the traffic regulations and understand the intention of the rules rather than memorize answers to questions."

What owners say about V1...



★★★★★ Bill P., Phoenix, AZ

Where's the radar? An arrow lights up, pointing either Ahead, to the side, or Behind. And, amazingly, it's never wrong.



★★★★★ Arnie R., Atlanta, GA

So easy to operate, a box with one knob. No need to poke around at full-arm's reach for little buttons the size of rice grains.



★★★★★ Glenna R., Dallas, TX

Love the arrows! Where's the radar? They tell me every time. How come no other detector thought of that?



★★★★★ Chas S., Charlotte, NC

Situation Awareness you can trust. With the Radar Locator arrowing toward threats, and the Bogey Counter telling how many threats you face, V1 makes defense easy.



★★★★★ Cal L., Trenton, NJ

I've owned my V1 since 2001, and I've had it upgraded twice. I trust the arrows to point out every radar trap. When I know *where*, I know how to defend.



★★★★★ Ed H., Las Vegas, NV

How can anyone not be smitten by the Arrows? Radar ahead needs a different defense than radar behind. When I know where, I know what to do. And I can tell when I'm past the threat, too. All other detectors just *beep* and keep you guessing.



★★★★★ Rob R., Sacramento, CA

This is the slam dunk best radar detector. No databases to keep updating, or other "features" I'll never use. Instead V1 tells me the important stuff—the Bogey Counter tells you how many threats within range and the red arrows tell where they are.

Trust...V1 earns it one ambush at a time.



★★★★★ Harold B., Houston, TX

On my way home this afternoon I was following another detector user. I could see red blinking in his windshield as we went past the first radar. Thinking the danger was behind, Mr. Ordinary Detector User hit the gas.

Uh-Oh. V1's **Radar Locator** was showing two arrows, one pointing toward the trap now behind, and a second arrow ahead. The "2" on the **Bogey Counter** confirmed we were being double teamed.

Sure enough, Mr. O. D. User cruised into the second trap up the hill at 15 over and got himself a blue-light special.

V1 points to *every* trap. I **trust** it completely.



www.valentine1.com



Call toll-free 1-800-331-3030

- ☐ Valentine One Radar Locator with Laser Detection - \$399
- ☐ Carrying Case - \$29 ☐ Concealed Display - \$39
- ☐ SAVVY® - \$69 ☐ V1connection™ - \$49 ☐ V1connection™ LE - \$49

Plus Shipping / Ohio residents add sales tax

30-Day Money-Back Guarantee

Valentine One is a registered trademark of Valentine Research, Inc.

A

TAXI!

As the epicenter of American taxi culture, New York City deserves a better cab. The aged Crown Vic is terrible yet still better than the swarms of cramped hybrids that have largely replaced it, while the Nissan NV200, the “taxi of tomorrow” expected to reign over the city’s taxi stands, has aroused opposition from all directions.

NYC needs something swanky yet efficient, such as London’s Metrocab, an all-new, range-extended EV from across the pond that’s being tested now. Designed by British firms Frazer-Nash Research and Ecotive Limited, the Metrocab is meant to look like a traditional London hackney carriage. It’s hulking and ugly, but it somehow manages to look cool. And you don’t need to paint the thing yellow to know it’s a taxi.

The Metrocab is more than 16 feet long yet has a tight turning circle of 25 feet. It seats six yet has space for luggage. The interior of the prototype we drove had been decked out in carbon fiber, but the finished version will come in sturdy plastics that wipe clean, which matters on a Friday night in Brooklyn. Air

suspension gives the car a cushy ride, and its panoramic glass roof will be perfect for staring up at skyscrapers. The Metrocab isn’t quick, but its top speed of 80 mph is more than enough for city driving.

A 12.2-kW-hr lithium-ion

battery pack sits low in the middle of the car, and two rear-mounted 50-kW electric motors drive the back wheels. Up front is a 1.0-liter, three-cylinder range extender that clicks on to help recharge the battery packs when



Meet Metrocab

A new-wave British cab with classic looks



出租车!

Will Metrocab make it to ...

LONDON?	NEW YORK?	MEXICO CITY?	DELHI?	BEIJING?	TOKYO?
Yep, and Londoners will love it. Expect Metrocab to hit the streets in full production form by 2017.	Probably, but not soon. Nissan has a 10-year, \$1 billion contract with the Big Apple to use its NV minivan.	Doubtful. It's a massive market, but cost issues will likely prevent Metrocab from making inroads.	Forget it. Maruti Suzuki and Tata have a stranglehold on the market, and cab drivers there buy domestic.	Maybe. Frazer-Nash has Chinese owners who could help skirt legislation required to get the cab in, but it wouldn't be easy.	Makes sense. This busy metropolis with 37 million people has a strong affinity for British culture.



The Metrocab has an old-fashioned exterior but an up-to-date interior, complete with carbon fiber and digital gauges.



What the bloody hell is a hackney?

In the early 1600s, London began to use black horse-drawn carriages called hackney coaches. (The origin of "hackney" is murky. It entered English through the French word for an ambling mare, "haquenée," which itself likely entered French from Hackney, a village near London noted for horses.) Horse-drawn hackney coaches grew in popularity until the 1900s, when electric- and gas-powered hackney cabs started popping up, typically painted black.

they're low on juice. The Metrocab's cruising range in EV mode is 50 miles, but a charged battery pack and a full tank can get you about 350 miles all told.

Stick to urban commuting, and the Metrocab could theoretically operate with zero air emissions for its entire life. If you have to lean on the three-cylinder engine, you won't feel too bad since the little three-cylinder emits an eco-friendly 80 g/mi of carbon dioxide, better than just about any other three-cylinder engine out there. (And certainly far cleaner and more efficient than the engines in the more than 13,000 yellow cabs now floating around NYC's five boroughs.)

The Metrocab is slated to go into volume production next year in Coventry, England, at a manufacturing outpost for Multimatic, a Canadian company that also happens to be building the 2017 Ford GT. The Brits engineered the Metrocab to be sold around the world, and Multimatic has the manufacturing flexibility to make that possible.

So let's do what we did with Charlie Hunnam, Hugh Laurie, and Kate Winslet. Bring the best of Britain over here, and claim it as our own. ■

Three London landmarks: the London Eye, the Westminster Bridge, and the Metrocab.



In the lead role: John Travolta, movie legend and aviation aficionado. Guest star: the legendary North American X-15 that smashed all speed and altitude records and opened the gateway to space. Production: Breitling, the privileged partner of aviation thanks to its reliable, accurate and innovative instruments – such as the famous Chronomat, the ultimate chronograph. Welcome to a world of legends, feats and performance.

WELCOME TO MY WORLD



CHRONOMAT 44



INSTRUMENTS FOR PROFESSIONALS™

all we want for WINTER

Tires that won't let snow or slush slow you down

We believe in winter tires. For us, these chunky-tread shoes with cold-weather compounds are vital when a deep freeze hits or snow starts flying. We asked TJ Campbell, tire product information specialist at Tire Rack, for his take on the best winter tires you can buy.

- 1 **BRIDGESTONE BLIZZAK WS80** | Set of 4: \$332-\$816
"If ultimate winter grip is your No. 1 priority," says Campbell, "then the Blizzak WS80 is the tire I recommend." Its compound wicks water from the road and from the top of ice and packed snow, and bite particles embedded in its rubber improve grip. This archetypal winter tire should impress anyone in the Snowbelt.
- 2 **MICHELIN X-ICE Xi3** | Set of 4: \$336-\$968
The X-Ice Xi3 might be for you, Campbell says, "if you want the best winter traction possible without sacrificing steering and handling in turn." The rubber compound for the tire tread remains firm in warmer temperatures but is flexible below freezing, meaning you get control and stability in dry conditions and confident grip in snow and slush.
- 3 **GENERAL ALTIMAX ARCTIC** | Set of 4: \$204-\$688
High-density tread siping increases snow traction, and a directional tread pattern with a center rib improves water evacuation while preserving straight-line stability. "The Altimax Arctic is one of the best bang-for-the-buck winter tire options around," says Campbell. The tires can be fitted with optional metal studs, but be sure to check that local laws allow studding.
- 4 **CONTINENTAL WINTERCONTACT SI** | Set of 4: \$336-\$1,000
The WinterContact SI (Snow & Ice) has a tread pattern with a bunch of zigzagging sipes that maximize the number of biting edges per square inch of rubber. In deep snow, ridges at the base of the grooves provide additional braking traction. Campbell says, "The new WinterContact SI is sure to rank among the best when winter weather is at its worst."
- 5 **PIRELLI WINTER SOTTOZERO 3** | Set of 4: \$436-\$2,724
"The Winter Sottozero 3 will help you enjoy your performance car on cold, clear roads and still be able to go in the snow when the white stuff flies," says Campbell. Performance-focused winter tires such as this Pirelli help maintain handling and steering precision on dry roads but also deliver good grip in snow and slush and on ice.
- 6 **BRIDGESTONE BLIZZAK DM-V2** | Set of 4: \$500-\$1,100
The successor to the DM-V1, which has led the crossover/SUV/light-truck category of winter tires, has an improved tread design with more biting edges that help chew through deep snow. The compound wicks away moisture and gets great grip on glare ice. "Even in an SUV with all-wheel drive, you'll enjoy big improvements in stopping, turning, and accelerating with these," Campbell says.

ALL TIRES AVAILABLE AT TIRERACK.COM.



Innovation
that excites



GAMING COULDN'T CONTAIN HIM. RACING CAN'T KEEP UP.

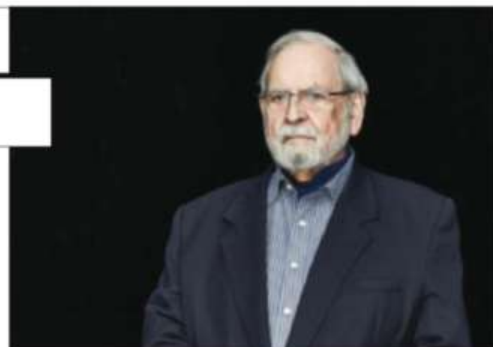
By winning GT Academy season 1, Bryan Heitkotter went from gamer to amateur driver for Nissan. Now he's leveled up once again — this time on a real track. With his second top-five finish overall in the 2015 Pirelli World Challenge, Bryan and his GT-R[®] NISMO[®] GT3 have broken away from the amateurs to race with the GT pros. For something he's always considered a dream job, this is quite the promotion. The other racers always joked they could never take a gamer seriously. Now when Bryan spies the competition in the rearview mirror, he's the only one laughing.

NissanUSA.com/GTAcademy

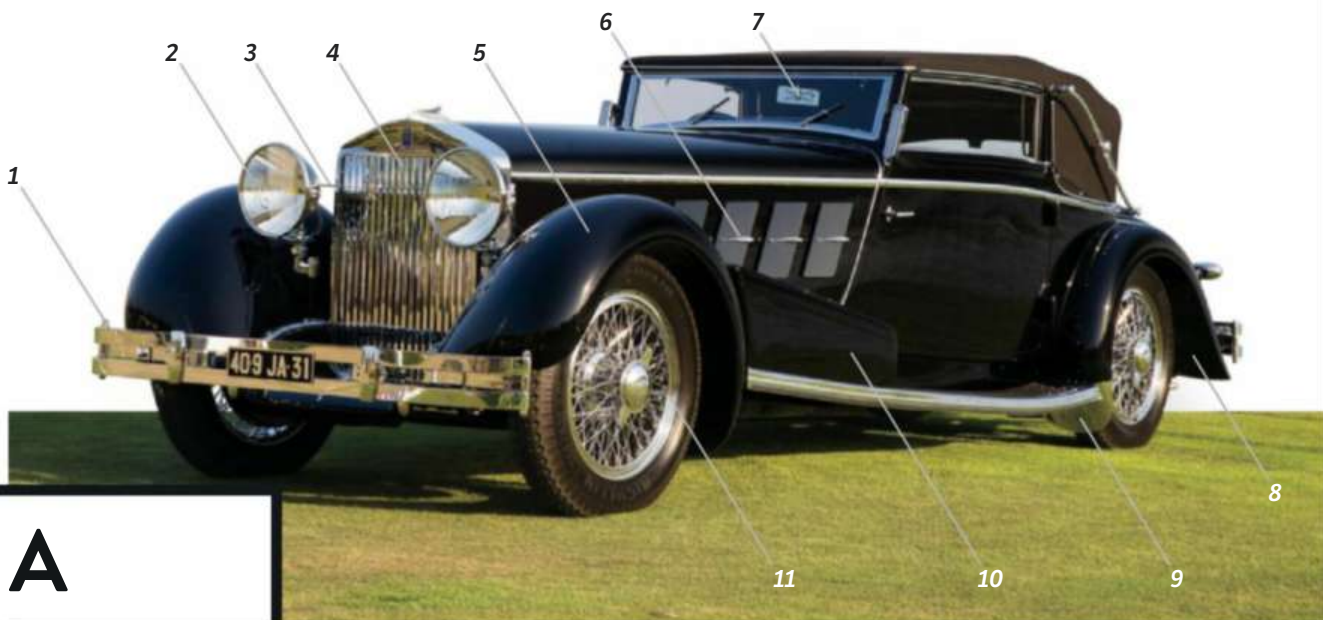
Obey all traffic laws, always drive safely and wear your seat belt. Damage resulting from racing, competitive driving, track and/or airstrip use not covered by warranty. See your New Vehicle Limited Warranty and Owner's Manual for proper vehicle operation and complete warranty details. ©2015 Nissan North America, Inc.

BY DESIGN

1924 ISOTTA FRASCHINI TIPO 8A CABRIOLET



Sweetened Best of Show at Pebble Beach



A

s I walked onto the Pebble Beach Concours field that Sunday morning in August with old friend Rex Parker, one of the first cars we came to was the eventual Best of Show winner, this seriously over-restored, reproporioned, and rebodied “1924” Isotta Fraschini 8A. Parker remarked, “This shows you should never try to mix Italian and German design sensibilities.” Actually, the Teutonic sensibility in this case was Swiss. I’ve never seen a single Swiss coachbuilder’s design with any global merit. They’re always stodgy, awkward cars, if beautifully made in the clockmaking tradition of accurate, precise metalworking.

Mention a Graber Alvis and you’re discussing seriously innovative engineering—Alvis had independent front suspension and the world’s first

all-synchromesh gearbox in the early 1930s—and some dazzling British coachwork as well. But once Graber became the sole source for their bodies, Alvis cars became fat and heavy-looking. Still, Graber’s styling was far better than F. Ramseier & Cie Worblaufen’s.

Isotta Fraschini was also highly innovative, boasting an inline eight-cylinder engine and a four-wheel braking system before any other manufacturer. From just after World War I until the outbreak of the second catastrophe, 8A and 8B chassis were the choices of discerning buyers all over the world, including many Hollywood luminaries. There is true merit in the badge, and an 8A with beautiful Castagna bodywork proved worthy of the Best of Show crown in 1983.

I have serious reservations about this vehicle, though.

Admittedly it was rebodied long after initial construction, but I still can’t imagine it having had so little ground clearance then. That just didn’t happen in the 1930s, but it could very well have been “adjusted” to modern conditions during its most recent restoration/re-creation. The radiator gives every impression of having been cut down 3 or 4 inches, and other indications suggest post-period “sweetening.”

Many concours queens are known to have been tuned up a bit in the “restoration” process. A degree or two more windshield rake, some height reduction, much shinier paint ... in fact the kind of things common to hot rods and Kalifornia kustom kars. If it was good for ’32 Fords, why wouldn’t it be good for ’32 Lincolns? Indeed, a false-classic Lincoln boattail

speedster designed by the late Dave Holls, long a fixture at Pebble Beach as chief honorary judge, won a new bodywork class award long ago.

Car Week on the Monterey Peninsula is a great gathering, full of wonderful events to suit all temperaments. So why not let those characterized as “rich, old white guys” have their high-society function without too much concern for authenticity, accuracy, provenance, or history? Enhanced or rigorously correct, all embalmed cars on the lawn at Pebble Beach are equally dead, even if they manage the optional Thursday drive to prove their preserved mobility capability. There are still real car guys out at Mazda Raceway Laguna Seca driving the daylighters out of (similarly enhanced) old race cars. Long may it all continue.

FRONT 3/4 VIEW

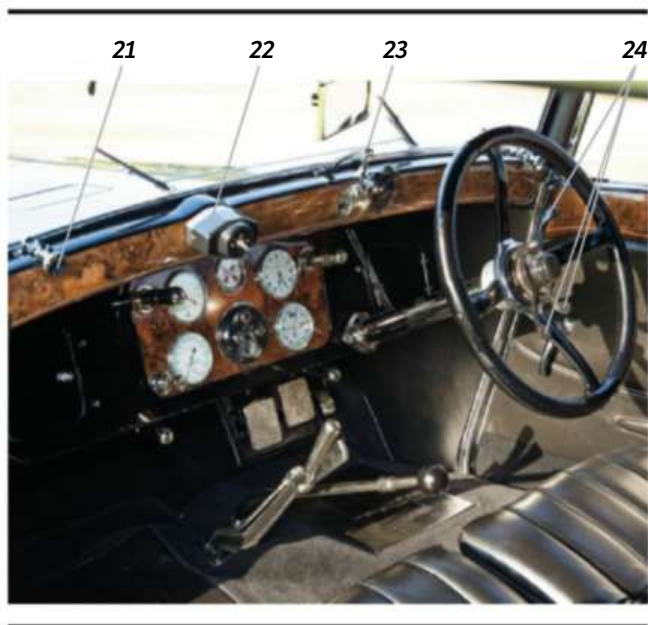
1. The bumpers are rather blunt and crude, perhaps vestiges of 1924, because by the time this body was mounted, bumpers had become gracefully stylized on many classics.
2. This part is right. Isotta Fraschini headlamps were always well-spaced for better illumination.
3. This ultra-slim tension rod between lamps also held the IF badge in place ahead of the radiator shutters, a nice visual touch.
4. I'm guessing about 3-4 inches of radiator height reduction. Was the tall, straight-eight engine lowered in the chassis as well?
5. These bulbous semi-cycle fenders descend suspiciously far, even for the 1930s.
6. The vent doors seem oversized and rather crude, but they are nicely aligned with the back of the hood and the door cut.
7. Presumably this mirror was useful with the top down, but it must have been useless with the ultra-low backlights.
8. The flared tail of the rear fenders is definitely anachronistic.
9. Note that the leading edge of the fender is actually below the bottom of the wheel, making this a truly unlikely detail for the purported period.

10. The running board lockers are neither aerodynamic nor particularly functional with their trapezoidal profiles.

11. Chrome-plated wire wheels in 1924? Really? Or even in 1932?

REAR 3/4 VIEW

12. The ever-popular Brooklands exhaust tip, turned horizontal.
13. Note the paired rear lamp clusters, unusual for the times.
14. Quite a visual maze of bright wire spokes, giving that much-desired concours bling.
15. The configuration of the twin backlights is curious, with the lower line following the base of the roof but the upper perimeter relating to nothing else on the car graphically.
16. Landau bars were always a nice visual touch but usually have a more harmonious S profile than this car does.
17. The incongruous lockers don't seem to relate to any part of the car's aesthetic. But there they are.
18. Dramatically upswept, bright trim-encrusted running boards seem completely unrelated to the overall form of the car.
19. As noted, this very low fender, which would rub on the ground in the event of a flat, is highly suspicious and totally nonfunctional in the time when the car would have been used.



20. Equally, the spare tire mounting is suspicious. Note that the bottom of the tire cover is well below the putative bottom of the body, straight across from the fenders. OK on a grass concours field maybe, but on the road? In the 1920s? Or '30s? I think not.

representative of an era long gone.

22. The windshield motor is right on the instrument panel. Dangerous in a crash but practical otherwise.

23. Both the articulated compass and the handwheel for opening the windshield are beautiful if nothing else. Again, dangerous in an impact.

24. No fewer than three engine controls on the steering wheel hub. An airbag may be safer but not nearly as decorative as these little levers. ■

INTERIOR VIEW

21. Beautiful manufacturer-made hardware for the opening windshield is



WeatherTech®

Automotive Accessories



**SPORTS CAR RACING
DONE RIGHT!**

Accessories Available for

Acura • Audi • BMW • Buick • Cadillac • Chevrolet • Chrysler • Dodge • Ferrari • Ford • GMC • Honda • Hummer • Hyundai • Infiniti • Isuzu • Jeep • Kia • Land Rover • Lexus • Lincoln • Maserati • Mazda • Mercedes-Benz • Mercury • Mini • Mitsubishi • Nissan • Oldsmobile • Plymouth • Pontiac • Porsche • Saab • Saturn • Scion • Subaru • Suzuki • Toyota • Volkswagen • Volvo • and more!



At WeatherTech®, we take
endurance racing as seriously as
we take automotive accessories.

Order Now: 800-441-6287



American Customers
WeatherTech.com



Canadian Customers
WeatherTech.ca



European Customers
WeatherTechEurope.com

© 2015 by MacNeil IP LLC

THE ASPHALT JUNGLE

HURACÁN IN THE DESERT



A

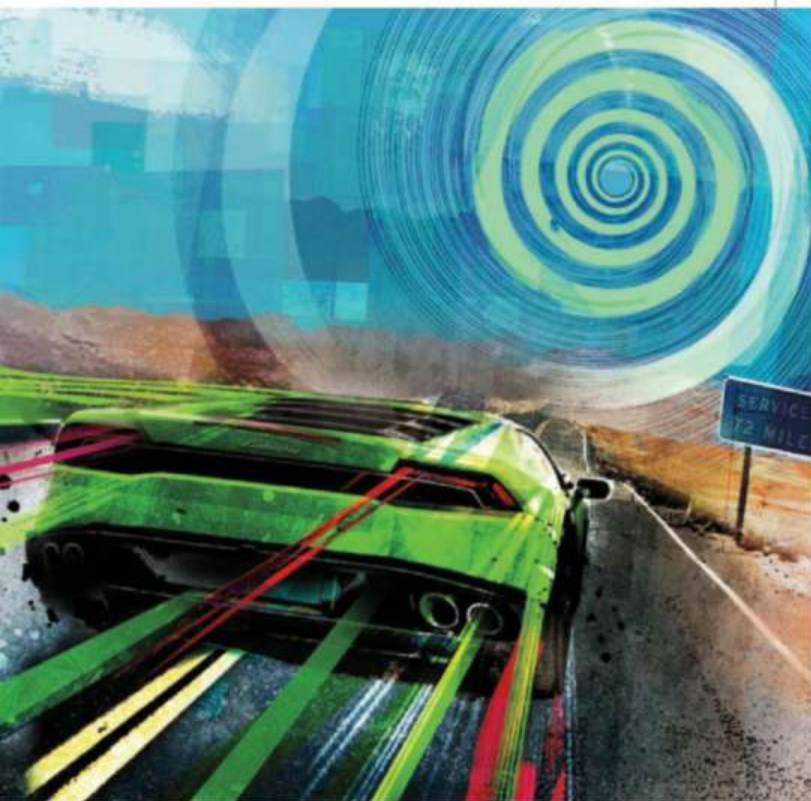
FRIEND WAS ON THE PHONE:

“Hey, Art, let’s do Vegas this weekend. Hit the tables, cocktails by the pool, cigars at Casa Fuente. Just you and me.”

Me: “Vegas? Uh, I heard the Cirque du Soleil acrobats might be planning a labor riot on the Strip. Gonna swarm the Eiffel Tower. Could get pretty nasty, so ...”

“We’ll take my Lamborghini. You can drive.”

It took me 15 seconds to pack a suit, swim trunks, and my lucky copy of “Beat the House at Blackjack—Without Money.”



My pal Theophylaktos (not his real name) lives large. Yes, he got off to a running start in the biz world thanks to a nice inheritance, but with deft investments in real estate and tech, he’s transformed a nest egg into regular rides on NetJets. Though he travels so much he’s rarely home in L.A., not long ago Theo treated himself to a barely used Lamborghini Huracán LP 610-4. All cash. I knew he had the car, but I had never actually seen it. In fact, I’d never actually seen Theo drive.

Despite previous seat time in Huracáns, I wasn’t prepared for Theo’s. “Nice color, eh?” he said with pride after arriving at my place Friday morning. “They call it Verde Mantis.”

“I haven’t seen anything so green since the Grinch stole Christmas,” I said, shielding my eyes. “I feel like I’m wearing night-vision goggles.”

“I knew you’d love it!” Theo said, laughing as he jumped into the right seat.

Heading east on Interstate 10, we couldn’t have been more conspicuous if we were on fire. Other motorists instantly transformed into wild chimps whenever we passed by in our wailing wedge of lime. (I’d bet there are 5,000 photos of us on Instagram right now.) I turned to Theo: “You realize the California Highway Patrol can see this thing from 20 miles away. We’re probably being watched by the International Space Station too.”

“Then let us divert from this common thoroughfare,” said Theo with mock pompousness. “Take the long way. Vegas isn’t going anywhere.”

Within half an hour we were screaming toward Death Valley, the two-lane desert road all ours, the Huracán’s 602-hp V-10 louder than the paint job, tumbleweeds flashing past the IMAX windshield, the all-wheel-drive chassis fused with the tarmac like the cheddar and bread of a grilled cheese sandwich. I took a quick glance over at Theo, his hand gripped white around the door handle. With a weak smile he nodded: “Guess this car is worth the money, huh?”

The unfortunate byproduct of all this high-rpm rocketeering: The Lambo’s gas gauge was plummeting as if the tank had been shotgunned. We managed to reach the only gas station around for miles. Theo got out for a look around and shook his head at the expanse of bleached-white dry lake bed running into forever. “Where *are* we?”

“This is Trona,” I said, hanging the fuel nozzle back on the pump. (I’d just spent \$114.40 of Theo’s money on the fill-up.) “Old mining town. Only a couple thousand people live here now, mostly working for the soda-ash plant. It’s super hot like this almost all the time.”

Theo stared out over the empty moonscape, shook his head, then turned back to me. “Place like this, you’d need to have crazy-wild sex.” I motioned him back into the car.

On the scale of daily hardships, 10 being worst, driving a Lamborghini through the wriggling two-lanes and epic expanse of Death Valley in the company of a good friend ranks about a zero. The Huracán is simply one of the most fantastic motoring machines in existence today. Even in the brutal desert heat, it never complained. The sublime seven-speed dual-clutch paddle-shift transmission banishes the bitter aftertaste

of Lambo's cantankerous old manumatic. The acceleration—the car can do 0 to 60 mph in just 2.8 seconds—will change your hairstyle.

I offered to let Theo drive his Lamborghini. (I know: how generous of me.) “No, you keep driving,” he replied. I shot him a look, and he noticed. “Truth is,” he said, “I’m a little scared of this car.” I raised a “so why’d you buy it?” eyebrow. “You know that Ducati 1299 Panigale I have?” said Theo. “I’ll *never* ride that bike. I’m just gonna keep it in my living room for a while, look at it. I like beautiful machines.”

ON THE SCALE OF DAILY HARDSHIPS, 10 BEING WORST, DRIVING A LAMBORGHINI IN THE COMPANY OF A GOOD FRIEND RANKS ABOUT A ZERO.

At this point I felt a certain sense of duty welling up inside. “Listen. I know a couple decent roads on Mount Charleston, just outside Vegas,” I said. “Want to see what your Huracán can really do?” Theo looked at me a bit warily. Then he nodded. “Yeah. For sure.”

Within two hours we were in the twisties, the V-10 hammering against its 8,250-rpm redline, P Zeroes yowling under the lateral gs. Brake, shift down, brake harder, turn, back on the



gas, open the wheel, shift up, flat to the floor, shift up again. The Huracán was Hoovering up the road like a slot car, the lane stripes blinking in front of us like yellow strobe lights. Now Theo was laughing—a nervous laugh, true, but still enjoying himself. “Incredible! Wow! Holy ...!” Then, suddenly, “Arthur! Pull over. Right now!”

I eased the Lamborghini into a turnout as Theo hastily wrenched open his door. Whereupon he promptly threw up all over Nevada. I patted his back as he continued to retch. “Hey, man, sorry,” I offered. “It can happen to anybody.”

Theo was shaking his head. “It’s OK. I’m OK.” (Another big barf.) “Shouldn’t have eaten all that beef jerky.”

Three hours later, the Huracán valet-parked right near the front doors of the Bellagio hotel, Theo and I were seated in cushy chairs at the Baccarat Bar, sport coats on our backs, icy martinis on our table. “So Theo,” I began. “How are you do ...?”

He waved me off with his hand, grabbed his martini, raised the glass. “Here’s to beautiful machines!” he exclaimed with a big smile. “Today I file away in a very special place.”

I clinked my glass with his and took a generous sip. “You’re a sport, Theo,” I said. “Rare.”

Later that night, the wicked green now a velvet table, our respective fortunes turned. I lost almost \$200. Theo won, as I recall, about \$7,000. I honestly think he enjoyed his car more, though. Yes, the next day offered the promise of a leisurely afternoon poolside, dinner steaks chargrilled to perfection, a good smoke, and talk in beefy leather chairs. But Theo’s Lamborghini was waiting outside. And I knew what we were looking forward to the most was the long drive home. ■

ILLUSTRATION BY TIM MARRS

IGNITED WE STAND

ENTHUSIASTS UNITED
TO ADVANCE
AUTOMOTIVE FREEDOMS

ENLIST NOW!
SEMASAN.COM

NOT SMART ENOUGH



WHEN IT FINALLY ARRIVED ON THESE shores in 2008, a full 10 years after its European debut, there was no doubt about it: The Smart Fortwo was the smallest car on sale in America. Unfortunately, the list of superlatives ended there.

Because despite its august Daimler-Benz lineage, that first-gen Smart wasn't close to being the finest small car to drive, the cheapest, the best built, or even the most economical. Lilliputian footprint aside, it was bettered on most other fronts by larger cars with back seats. That limited skill set—composed of compact dimensions (less than 9 feet long), a cartoonish visage that appealed to some of the people some of the time and, er, not much else—meant the Smart's natural constituencies numbered but two: urbanites in a position to take advantage of its joyously unprecedented street park-ability, and persons who get off on car purchases that make them look verdantly green, even if the perception holds water only in their own imaginations or those of other people who don't know much about cars, including the fact that the Smart wrung but 36 miles out of a gallon in the EPA's combined cycle.

Mind you, reality need not always be an impediment to success. As Toyota's Prius has demonstrated for close to two decades in the internationally recognized realm of automotive green, for most consumers getting the message of your own greenness out and up in lights is the real Job No. 1, and on this count the Smart, like the distinctive-looking Prius, which outsells all other hybrid sedans combined, has proven conclusively that for many extrovert hypermilers—not unlike show-off muscle heads—looks count for pretty much everything. Only thing is, Smart never sold like the Prius. Perhaps because it wasn't as economical, practical, or anywhere near as creamy good.

So we're pleased, for Smart's sake, to report that the new Fortwo model, which we've just driven in Portland, Oregon, continues to loudly proclaim greenness and is in most every way a better machine than the one it replaces. With deformable plastic panels and a palette of nutty colors to set off the contrasting hue of a massively strong steel passenger cage, it is just as short as it ever was, almost miraculously even safer, and still stands out in a crowd. A joint enterprise between Daimler-Benz and Renault, which have anointed a related machine a Twingo replacement, the Fortwo is better-appointed than it was, better-handling, and at long last fast enough, thanks to an all-new 89-horsepower, 0.9-liter turbocharged triple, which replaces a 1.0-liter, 70-horsepower Mitsubishi unit of no particular distinction. Sixty comes in about 10 seconds now, fast enough surely to make it on time to your volunteer shift at the food co-op.

Better yet, Smart has binned the diabolically recalcitrant manumatic gearbox that used to make the best part of Smart



motoring the moment you switched it off. Though imperfect, the new car's six-speed automatic, and a first-ever five-speed manual option, make far superior companions. Thanks to a nearly 4-inch-wider track, stability is significantly improved in the new car, as are shoulder room and general interior comfort. Also along for the ride are predictable advances in in-car tech, which involve using your own phone, and, for those who've been dying to add a little inconvenience to their connectivity, a host of Smart-specific apps. (They'll get it right one day.) And we would be remiss if we didn't mention a brilliant 22.8-foot turning circle so compact it will make London cabbies weep with envy.

We are weeping, too, but for different reasons. Because for all the improvement, the new Fortwo is still not good enough, still outpaced by most other small cars. You know their names, all of them. They handle better, they're more fun, practical, and, damn it, Jim, they get better gas mileage. All these years on, with small family sedans routinely breaking the 40 mpg barrier, it transpires that the 2016 Smart Fortwo has been relegated to navigating the backwaters of 1998 with an EPA combined mileage of 35 mpg and a highway figure of just 39 mpg, less than the 36/41 mpg of its predecessor. Yeah, I know gas is cheap, but that's an excuse for buying a Tahoe, not a Fortwo. For now, Smart's claim to fame remains that it's a very small car. It looks like it ought to be really green. And that's about it. ■

ILLUSTRATION BY TIM MARRS

DRIVE IT. RACE IT. LIVE IT.

**THE WORLD'S PREMIER DESTINATION FOR AUTOMOTIVE
VIDEO CONTENT—MOTORSPORT, MOVIES, DOCUMENTARIES,
ORIGINAL SERIES—AT YOUR FINGERTIPS.**



MOTORTREND
ON DEMAND

MOTORTRENDEONDEMAND.COM

WORLD'S BEST CUSTOM CAR COVERS®



Available in 14 High-Performance
Fabrics Custom Fit To Your Vehicle

For 50 years Covercraft has manufactured premium quality custom exterior covers for automotive enthusiasts, building a reputation for quality, durability and design. We also make covers using dimensions supplied on one of our special pattern sheets so, even if the vehicle has been modified, we can still make a cover for it.



WORLD'S BEST DASHMATS®



UVS100® SUNSCREENS



COLGAN® THE ORIGINAL CAR BRA



www.covercraft.com

Free Shipping thru 12/31/15

Code: AUTO2015

LIGHTWEIGHT E-TYPE

THE UNBEARABLE LIGHTNESS OF BEING



J

AGUAR LIGHTWEIGHT E-TYPE, WHAT A refreshing article! ("Lightness Dawns Again," October 2015.) In these days of Mercedes

cars without a three-pointed star on the hood, Rolls-Royces with shrinking grilles, Jaguars without the Leaper ornament on the front of the car, Bentley SUVs, and touchscreen computers everywhere, it's nice to see that someone can still build a real car with some passion and some soul—even if it is a very limited production run.

MARK D. PICKERILL
Moss Landing, California

JAGUAR AWESOMESAUCE

Jaguar's Lightweight E-type is awesomesauce. Unfortunately, the command of the English language shown by Jaguar Heritage's Kev Riches is not. As your article states, Riches' view is that a replica is a copy of someone else's design, and so this continuation model of the Lightweight is not a replica. However, the Oxford English Dictionary defines replica as "a copy, duplicate, or reproduction of a work of art; properly, one made by the original artist." So Jag's Lightweight E-type continuation is a

replica in the strictest sense of the word, while fiberglass Cobras are not. This is, of course, a microscopically fine point in a world where "fail" is used as a noun and "awesomesauce" is used at all.

GILL PASZEK
Santa Maria, California

The Jaguar Lightweight E-type is gorgeous, but while looking at the white ring around the radiator intake I can't help thinking of the "Saturday Night Live" episode with the animated Mr. Bill just before Sluggo flattens him with a bus.

BILL SCHIFFMANN
Lago Vista, Texas

LAPPING LE MANS IN A BUCKET

Great to hear about Mr. Floyd adding to his bucket list with a lap of Le Mans ("Lapping Le Mans," September 2015). In 1966 I drove from Stuttgart to the 24 Hours of Le Mans with a friend in his Porsche 356. When we arrived, we were surprised to find a gentleman sitting at a little table in the middle of the road and selling tickets. We paid our way and drove down the road looking for a place to park. All of a sudden we realized we were on the Mulsanne straight! The

road was closed to regular traffic, so my friend's right foot quickly went to the floor. After getting to the end of the straight, we made our way around behind the grandstands, and then I had the pleasure of driving the Mulsanne as fast as our little Porsche would go.

BUZZ ALLEN

Portland, Oregon

I was at a car show a few years back. There in front of me was a split-window 1963 Corvette Sting Ray. While I'm checking it out, the owner asks if I'd like to sit in his 'Vette. He took a picture of me in his car with my phone. That was my lap at Le Mans.

ED JACOBS

Via the Internet

JAMES DEAN IN A BUICK

Thanks to Arthur St. Antoine for taking me on the last drive of James Dean ("The Asphalt Jungle," October 2015). I once visited the crash site while returning from the Monterey Historics. I have a photo of Jimmy that keeps watch on my silver Porsche Cayman.

KENT TOPHAM

Holladay, Utah

I have always been baffled by the James Dean cult. If he had been driving a Buick instead of a Porsche, would anyone care?

LYLE HELDENBRAND

Virginia Beach, Virginia

WHAT'S AN ALFA ROW-MEE-OH?

It's an eternal question ("Alfa 4C Road Trip," October 2015). Back when I drove an Alfa Romeo 2000 GTV, I came out of a grocery store to see a young woman crouched in front of my car while holding a baby. Her husband was looking at her impatiently. Then I heard her say, "Al Farneo." Her husband said, "That's Italian for 'Ferrari.' Now, let's go."

PRESTON RICHARDSON

Sugar Land, Texas

Write: Automobile Magazine,
831 S. Douglas St., El Segundo, CA 90245.
Email: letters@automobilemag.com.
Letters may be edited for clarity and length.



The world's most technologically advanced smart chargers.

***Chargers come with Alligator clips AND Ring Terminals!**

Designed, Developed, and Engineered in the USA.

www.BatteryTender.com | 877.456.7901

Deltran Battery Tender



VENTVISOR™

- The INVENTOR of the category, the LEADER in applications
- Lets fresh air in and keeps rain out



HOOD PROTECTION

- 5 distinct styles
- Helps protect hood, fenders and windshield from stones and bugs



**Find an AVS
authorized reseller at
lundinternational.com**

lundinternational.com | 800.241.7219

Driven



CHEVROLET CAMARO / BMW 7 SERIES /
SHELBY GT350 MUSTANG / JAGUAR XF

PHOTOGRAPHY BY ANDREW TRAHAN



DEFCON 1

Chevrolet's 2016 Camaro
brings the ponycar wars
to a new frontier

HELL, MICHIGAN

Y

es, that's the name. But in truth this rural hamlet 40 minutes northwest of Ann Arbor is far too inviting to

deserve its demonic moniker. Here you find leafy two-lanes, weathered hardware stores and laid-back pubs, hidden swimming holes, and some of the best—check that, the *only*—twisting, undulating driving roads amid hundreds of miles of otherwise pancake-flat farmland. On the other hand, after shaking down the long-awaited 2016 Chevrolet Camaro here, I began to think the town's name couldn't have been more fitting. This all-new ponycar is *hot*.

Camaro fans and holdouts alike, prepare to throw out everything you think you know about Chevy's two-door sport coupe. The sixth-generation version represents a paradigm shift at the model's basic core. Previous Camaros have tended to be broad, not lean, and muscular rather than lithe. Even the outgoing, \$72,000-plus Z/28—fantastic as it is—runs large. Against its fiercest ponycar rival, Ford's Mustang, the Camaro has typically felt more like a fat Clydesdale. Straight-line speed and intimidating bodywork, yes, but nimble, tailback-quick moves? No.

The gen-six car is different. First, it's lighter than before. A lot lighter. The new V-8-powered SS, Chevy claims, weighs 223 pounds less than the 2015 model. The midlevel V-6 Camaro LT drops 294 pounds. And a new, base four-cylinder turbo weighs 390 pounds less than the base 2015 V-6. Significantly, these new Camaros are also lighter than their Mustang counterparts. After driving the SS and the V-6 LT (no LT turbos were yet available—see sidebar), I can attest that no previous Camaro has felt as light on its feet.

To pull off this vehicular SlimFast diet, Chevy incorporated significantly more aluminum and ultra-high-strength steel in the gen-six model. Executive vice president

2016 CAMARO: ACT TWO

This fall's release of the V-6 LT and V-8 SS coupes is only Act One in Chevy's new Camaro play. Coming in 2016's first quarter will be a base Camaro LT sporting an all-new, turbocharged 2.0-liter four making 275 hp and 295-lb-ft (more torque, it should be noted, than the LT's optional 3.6-liter V-6). Though we haven't yet had a chance to drive this car, Chevy expects the six-speed manual to sprint from 0 to 60 mph in 5.4 seconds (5.5 seconds with eight-speed auto) and deliver 0.85 g of cornering grip on 18-inch tires. The base LT is also expected to deliver more than 30 mpg on the highway, making it the most fuel-efficient Camaro in history. Look for the price of the turbo model to start below \$25,000.

By spring 2016, Chevy will also release new convertible versions. Controlled by the push of a single button, you can raise or lower the power roof while traveling at speeds of up to 30 mph. When folded, the soft top is covered completely by a smooth, power-folding hard decklid.

And the play isn't over. Stay tuned for Act Three: Chevy in 2017 will release an all-new Camaro ZL1 sporting a supercharged, 6.2-liter LT4 V-8 probably making close to 600 hp. Start saving for your g-suit now.

for global product development Mark Reuss also credits 9 million hours of computer modeling performed by some 140 structural engineers.

"Despite the weight savings," he says, "chassis stiffness on the new Camaro is increased 28 percent over the fifth-gen coupe." Reuss also points to "incredible attention to detail." A laser-brazed roof, for instance, enhances the smoothness of sheetmetal seams while also saving a pound. Engineers even shaved a few millimeters off suspension bolts to eliminate unnecessary threads.

Sitting in the driver's seat, no longer do you feel as though you're peering through a welding mask's narrow porthole. The new Camaro is conspicuously airy, with far better visibility to the front and corners; cowl height (where the

windshield meets the hood) has dropped by almost 1.6 inches—a massive and long-needed improvement. Using a platform shared with the Cadillac ATS, overall length decreases 2.3 inches, height shrinks by an inch, and wheelbase drops to 110.7 inches (versus 112.3 before). You feel an integral part of this car—not consumed by it.

The richly appointed interior (material quality is noticeably improved) is a fresh, modernized update of the traditional "twin binnacle" Camaro look. Directly in front of you, a thick, flat-bottom steering wheel delights the eyes and the fingertips. Climate-control temperature and fan speed are adjusted simply by twisting the outer rings of the two central air vents—a brilliant touch. Pedals are perfectly placed for heel-and-toe





downshifting. Available are two 8-inch, high-definition color displays that showcase everything from navigation and infotainment to the interface for Chevy's next-gen MyLink system, which connects with your smartphone, Pandora, XM radio, and more. Apple CarPlay will be available on the 8-inch MyLink immediately, with Android Auto expected to follow later in the 2016 model year.

The midlevel Camaro LT is motivated by an all-new, 3.6-liter V-6 with direct-injection and variable valve timing; it makes 335 horsepower and 284 lb-ft of torque. With the six-speed manual, the V-6 LT will hit 60 mph in 5.2 seconds. With the all-new eight-speed, paddle-shift automatic, that time drops to 5.1. The engine makes a nice yowl on its climb to the redline, aided by resonators that pipe induction sounds into the cockpit. (The SS also uses these.) Both the V-6 and the SS (the car showcased here) feature an available dual-mode exhaust that allows drivers to choose a relatively quiet "stealth" sound, a much more aggressive "track" note, or a setting that varies between the two depending on throttle input.

The V-8 Camaro struts into town as the most powerful SS model

▼ Inside the lean new Camaro, you'll find a tech-friendly, modernized interior with a flat-bottom steering wheel.

THE SPECS

ON SALE:

Now

BASE PRICE:

\$26,995 (LT V-6 est),

\$37,295 (SS est)

ENGINES:

3.6L DOHC 24-valve V-6/335 hp @ 6,800 rpm, 284 lb-ft @ 5,300 rpm;

6.2L DOHC 16-valve V-8/455 hp @ 6,000 rpm, 455 lb-ft @ 4,400 rpm

TRANSMISSIONS:

6-speed manual, 8-speed automatic

LAYOUT:

2-door, 4-passenger, front-engine, RWD coupe

EPA MILEAGE:

N/A

WHEELBASE:

110.7 in

L x W x H:

188.3 x 74.7 x 53.1 in

WEIGHT:

3,435-3,685 lb

0-60 MPH:

5.1-5.2 sec (V-6);

4.0-4.3 sec (SS)

TOP SPEED:

N/A

ever, thanks to a Corvette-based, 6.2-liter LT1 delivering 455 hp and 455 lb-ft of torque. This is a monster of a ponycar: With the six-speed manual, the SS sprints to 60 mph in 4.3 seconds; with the eight-speed auto, that same dash takes just 4.0 seconds. All Camaros benefit from a new front-strut and rear-multilink suspension, but the SS also now offers optional Magnetic Ride Control (previously limited to the ZL1) that automatically reads the road 1,000 times per second and adjusts accordingly. Combining a claimed maximum cornering grip of 0.97 g, the improved chassis, the computer-actuated MR shocks, and increased brawn, the new SS, Chevy says, out-laps the outgoing track-focused Camaro 1LE. Wow.

Notably, all Camaros now offer Brembo brakes. (They're standard on the SS.) Also onboard is a new Drive Mode Selector that allows the driver to tailor the car's electronic power steering, stability control system, powertrain responsiveness, and more to any of three settings—Snow/Ice, Tour, and Sport. The SS adds a fourth: Track.

Hustling both the V-6 LT and the V-8 SS through Hell's angelic country roads proved a revelation.

This is the most driver-focused Camaro ever. It fits you like a custom suit—no unnecessary sheetmetal weighing you down, your hands and feet moving easily over smartly placed controls, the car light and direct and quick as you flick the wheel and snap off the shifts. The SS, of course, is the real bad boy, its V-8 nailing you to the seat as it smoothly wails toward its redline, the passing trees a funnel of green, the chassis alive and sprightly as no Camaro before this. Yes, over a sudden bump or with a too-strong jab of throttle the rear end will definitely skip a bit, but for the most part the car feels nothing but pinned down and lovely. Hmmm. "Lovely." Not a word I've ever used to describe driving a Camaro.

The V-6 LT and SS coupes arrive in November. Though final prices



were not set as we went to press, the V-6 is expected to start at \$26,995 (including destination), while the base SS will check in at \$37,295. A well-equipped SS—including MR shocks, eight-speed auto, dual-mode exhaust, power sunroof, and black wheels—will run an expected \$47,480.

The game has changed, gang. The Camaro is now a bonafide player in every dimension—speed, agility, leanness, "aliveness." No longer is the Mustang the sole purveyor of ponycar sinew. Even the vaunted Corvette now has a serious rival right under the same dealership roof.

General Motors has just taken us to DEFCON 1. Let the ultimate ponycar wars begin. ■



Get to where you
really live.

Continental Tire.
For what *you* do.

CONTINENTALTIRE.COM



WinterContact^{SI}



Stays pliable in sub-zero temperatures and enhances grip in slippery conditions like wet, snow and ice covered roads.



LEARN MORE



B

efore we consider the new 2016 BMW 7 Series, let's clear the soft-hided elephant from the room: the Mercedes-Benz S-Class.

BMW must be as tired of hearing about the S-Class as we are of talking about it. But that's what happens when a car sets a new benchmark and locks up four in 10 U.S. buyers

in its segment. The lame-duck 2015 7 Series has hung on to a distant second place, but that's small consolation given that it hasn't actually outsold the Mercedes since designer Chris Bangle's bustle-backed 7 Series managed the deed in 2005. (Yet another argument for the rehabilitation of Bangle's reputation.)

The redesigned 7 Series seems expressly designed to change the conversation. Whereas the S-Class has everyone blathering about interior design and semi-autonomous cruising, BMW wants to remind us that we should prefer to grab the steering wheel for ourselves.

That reminder is writ large at Monticello Motor Club. If



a Benz S550 had taken a twirl at this private road course, it would have had rings etched on its paint every time the BMW ran around it.

The 7 Series is a better dancer than the S-Class in part because it's lighter on its feet. Much of the new unibody, including the center tunnel, is made of carbon fiber—a payoff

THE SELF-DRIVING DRIVER'S CAR

BMW's new flagship is plusher than ever but still knows how to work up a sweat



from BMW's huge investment in the stuff for Project i. That helps melt away up to 190 pounds compared with the last 7 Series and represents a 100-pound advantage over a similarly equipped S-Class. The 7 Series is thus quicker than before, even though its engines—a revised 4.4-liter V-8 with twin-scroll turbochargers and an all-new, 3.0-liter turbo inline-six—make similar power to their counterparts in the outgoing car. The 445-hp V-8, which debuts in the 750i xDrive, blasts to 60 mph in 4.3 seconds, and the 320-hp 740i does it in 5.4 seconds. (An all-wheel-drive version of the 740i will debut in 2016, along with a four-cylinder plug-in hybrid called the 740e.)

The lean, new body wears rather conservative clothing. The exterior is stately and tasteful but safer than the sex in a Planned Parenthood

brochure. Company designers clearly chose to go with the classic BMW hits, including the biggest twin-kidney grille to ever grace a BMW sedan.

An M Sport package does kick the visuals up a notch with an aggressive front apron, rear diffuser and side skirts, 19-inch aluminum wheels with summer tires (20s are also available), and an Alcantara headliner.

The interior, thankfully, breaks out of complacent BMW-ness. The driver faces a meaty sport steering wheel and 12.3-inch digital driver's cluster. Galvanized metal and porcelain switches, touch-sensitive temperature sliders for upper air-conditioning vents, and a nicely reshaped automatic shifter replace aging, overly familiar BMW switchgear. Leather is convincingly high quality, especially in quilted and perforated BMW Individual trim. Deluxe new



touches such as stripe-patterned LED puddle lights and seat controls that, when touched, automatically display their functions on-screen lend a sense of occasion that's previously been missing from the sober 7 Series.

Overall, the redesigned cabin doesn't quite match the flowing, Matisse-like artistry of the Mercedes S-Class interior, but it flatters several senses and brings its own one-upping technology to bear.

One is industry-first Gesture Control, whose gestures might include a flip-off to Mercedes or Audi: Twirl a finger in the air, and audio volume rises or falls accordingly. Point at the tombstone-shaped central touchscreen—part of a handsomely upgraded iDrive system—to accept an incoming call, or wave a haughty hand to dismiss it like a time-pressed Hollywood agent. Pinch and pivot fingers to pan a 360-degree exterior view for worry-free parking. What seems like magic is actually an infrared camera in the headliner.

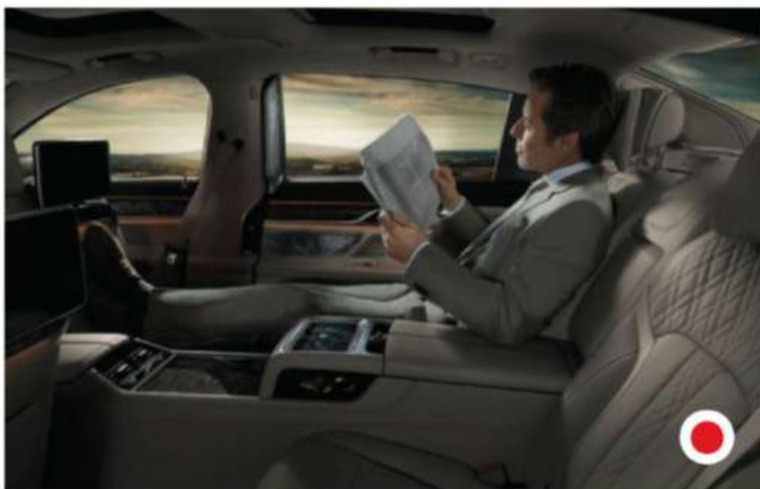
With back-seat perspective so critical to these cars, BMW has stretched the 7 Series about an inch longer than the last long-wheelbase model to offer the most rear-seat legroom in the class. (The slow-selling short-wheelbase model disappears in the U.S.) The extra space clears the deck for the Executive Seating package with a single, right-side massaging recliner and powered footrest. This four-passenger version houses a fold-out table and pop-out Samsung tablet in its center console, the latter controlling seemingly everything but the chauffeur's mood and the S&P 500 average. The Wi-Fi-connected tablet is so cool that it really should be standard on every model, even if you'd have to stow it in a glove box or bag rather than its console perch.

BMW has been paying close attention to the autonomous



The all-new 7 Series has a sumptuously trimmed cabin that just might make S-Class owners a little bit envious.





Carbon-fiber-reinforced plastic. The BMW is loaded with it. The Benz, not so much. CFRP shaves nearly 200 pounds in a sedan that weighs barely 4,200 pounds in 740i guise.

Mercedes-Benz owners have to spring for a \$190,000 Maybach to get

the CEO treatment. BMW's \$4,050 Executive Seating plops a back-seat passenger into a steep massaging recliner with a powered footrest, an airliner-style table, and an integrated Samsung tablet that rules virtually every vehicle function.

Mercedes' key fob locks and unlocks the car. BMW's displays vehicle functions on a 2.2-inch, 3D Gorilla Glass touchscreen. The intelligent fob can direct the BMW to park and retrieve itself from a garage, though only in Europe for now.

BMW's industry-first Gesture Control is like "Minority Report" for real, managing audio, phone, and exterior camera

functions via a driver's hand motions. Mercedes has knobs: So 2014.

The BMW has eight forward speeds to the Benz's seven and uses GPS mapping data to help select gears, even when no destination is programmed into the navigation system.

The S-Class debuted an active perfuming system. The BMW tops it by letting owners switch between

two onboard scents, with eight available fragrances versus Mercedes' four.

The BMW alone offers active four-wheel steering to ease parking and boost handling and stability, even on all-wheel-drive models. **BMW's optional Sky** Lounge roof simulates a starry, starry night, with LEDs that illuminate 15,000 etchings in dual glass panels that glow in six ambient colors. —LU



Tour De Tech

To out-tech the S-Class might seem impossible, but the 7 Series reminds us that Munich's *doktors* and engineers hate to be, well, out-Classed. From its own semi-autonomous driving functions to the sweet smells of success, the 7 Series is a serious Von Upmanship. Let the showroom battle begin.



Don't let the 7 Series' size turn you off. It's a sport sedan through and through, one that seamlessly transitions from twisty roads to the highway.

THE SPECS

ON SALE:

Now

BASE PRICE:

\$82,295 (740i);

\$98,395 (750i xDrive)

ENGINES:

3.0L turbo 24-valve I-6/

320 hp @ 5,200-6,500 rpm,

330 lb-ft @ 1,380 rpm;

4.4L twin-turbo

32-valve V-8/445 hp @

5,500-6,000 rpm, 480 lb-ft

@ 1,800-4,500 rpm

TRANSMISSION:

8-speed automatic

LAYOUT:

4-door, 4- or 5-passenger,

front-engine,

RWD/AWD sedan

EPA MILEAGE:

N/A

SUSPENSION, F/R:

Control arms, air springs/

multilink, air springs

BRAKES:

Vented discs

TIRE SIZE:

245/50R-18 (740i);

245/45R-19 (750i xDrive)

L x W x H:

206.6 x 74.9 x 58.2 in

WHEELBASE:

126.4 in

HEADROOM F/R:

39.9/38.9 in

LEGROOM F/R:

41.4/44.4 in

SHOULDER ROOM F/R:

59.2/57.7 in

CARGO ROOM:

20.6 cu ft

CURB WEIGHT:

4,225 lb (740i);

4,610 lb (750i xDrive)

WEIGHT

DISTRIBUTION:

N/A

0-60 MPH:

5.4 sec (740i);

4.3 sec (750i xDrive)

TOP SPEED:

130 mph

(155 mph optional)

innovation at Mercedes. The 7 Series can now steer itself at speeds up to 130 mph. (You can keep your hands off the wheel for 15 seconds at a time.) Optional suspension technology can incorporate data from the nav system to adjust the dampers, air springs, and anti-roll bars ahead of time, providing remarkable ride quality over bumpy roads. Also, BMW is bugging American regulators to approve a key-fob-operated feature that lets the car park and retrieve itself from your personal garage without you needing to be in the car.

In short, this car can do pretty much anything and everything you can think of and, importantly, pretty much anything the Mercedes S-Class can do.

What makes the 7 Series stand out is how it feels as we hustle and muscle around Monticello. Our test car, a 750i xDrive, is a big tuna for sure, but it's hardly a fish out of water, aside from brakes that need

rest periods before plunging back in. On two-lane roads through the Catskills, the 7 Series tracked through corners with more verve than any 5 Series shy of the burly M5.

Better yet, this capability comes with old-school involvement. The 7 Series drives a lot like a traditional BMW, not a computer-controlled magic carpet. Steering weights up beautifully in sync with rising g-force loads. The 750i xDrive, with its boost-happy V-8 and snappy ZF eight-speed automatic, packs the kind of wallop you associate with full-blown M models. It's definitely sharper than the puffy S-Class and is as legitimately fun to drive as the wonderfully focused Jaguar XJ.

"Fun to drive" has always been the 7 Series' calling card, as we're reminded when we drive well-preserved classics that BMW has lined up in Monticello's paddock. We slip into a 1978 733i (the '77 was the first sold in

America) that appears barely larger than a modern 3 Series and has a scrawny steering wheel, a wood-knobbed four-speed manual transmission, and a manual parking brake. The infotainment system is a Blaupunkt radio and a cigarette lighter on the dash. The beloved and muscular third-generation car from 20 years ago, with its "Ronin" car-chase vibe, makes an even more emphatic statement: These cars were about performance first, luxury second, gizmos and gadgets hardly at all.

There's no going back, of course. BMW cannot ignore the luxury and technology of the Mercedes-Benz S-Class. But as it reckons with Mercedes, the new 7 Series at least remembers that it's a BMW. Pass through the anteroom of digital assistants, accept your spa session of wafting perfume and massaging seats, and you'll still be whisked back to the old BMW gym, where muscle still rules and a perspiring workout awaits. ■

To some, sunglasses are a fashion accessory...

But When Driving, These Sunglasses May Save Your Life!

Drivers' Alert: Driving in fall and winter can expose you to the most dangerous glare... do you know how to protect yourself?

In the fall and winter, the sun is lower in the sky so it rises and sets at peak travel periods. During the early morning and afternoon rush hours many drivers find themselves temporarily blinded while driving directly into the glare of the sun. Deadly accidents are regularly caused by such blinding glare with danger arising from reflected light off another vehicle or snowy and icy pavement. Yet, motorists struggle on despite being blinded by the sun's glare that can cause countless accidents every year.

Not all sunglasses are created equal.

Protecting your eyes is serious business. With all the fancy fashion frames out there it can be easy to overlook what really matters—the lenses. So we did our research and looked to the very best in optic innovation and technology.

Sometimes it does take a rocket scientist. A NASA rocket scientist.

Some ordinary sunglasses can obscure your vision by exposing your eyes to harmful UV rays, blue light, and reflective glare. They can also darken useful vision-enhancing light. But now, independent research conducted by scientists from NASA's Jet Propulsion Laboratory has brought forth ground-breaking technology to help protect human eyesight from the harmful effects of



Slip on a pair of Eagle Eyes® and everything instantly appears more vivid and sharp. You'll immediately notice that your eyes are more comfortable and relaxed and you'll feel no need to squint. These scientifically designed sunglasses are not just fashion accessories for the summer; they are necessary to protect your eyes from those harmful rays produced by the sun in the winter.

solar radiation light. This superior lens technology was first discovered when NASA scientists looked to nature for a means to superior eye protection—specifically, by studying the eyes of eagles, known for their extreme visual acuity. This discovery resulted in what is now known as Eagle Eyes®.

The Only Sunglass Technology Certified by the Space Foundation for UV and Blue-Light Eye Protection.

Eagle Eyes® features the most advanced eye protection technology ever created. The TriLenium® Lens Technology offers triple-filter polarization to block 99.9% UVA and UVB—plus the added benefit of blue-light eye protection. Eagle Eyes® is the only optic technology that has earned official recognition from the Space Certification Program for this remarkable technology. Now, that's proven science-based protection.

The finest optics: And buy one, get one FREE! Eagle Eyes® has the highest customer satisfaction of any item in our 20 year history. We are so excited for you to try the Eagle Eyes® breakthrough technology that we will give you a **second pair of Eagle Eyes® Navigator™ Sunglasses FREE—a \$99 value!**

That's two pairs to protect your eyes with the best technology available for less than the price of one pair of traditional sunglasses. You get a pair of Navigators with stainless steel black frames and the other with stainless steel gold, plus two micro-fiber drawstring cleaning pouches are included. Keep one pair in your pocket and one in your car at all times.

Your satisfaction is 100% guaranteed.

If you are not astounded with the Eagle Eyes® technology, enjoying clearer, sharper and more glare-free vision, simply return one pair within 60 days for a full refund of the purchase price. The other pair is yours to keep. No one else has such confidence in their optic technology. Don't leave your eyes in the hands of fashion designers, entrust them to the best scientific minds



Studies by the National Highway Traffic Safety Administration (NHTSA) show that most (74%) of the crashes occurred on clear, sunny days



Navigator™
Black Stainless
Steel Sunglasses

Receive the Navigator™ Gold Sunglasses (a \$99 value) **FREE!** just for trying the Navigator™ Black



Navigator™ Gold Stainless Steel Sunglasses



Certified EAGLE EYES® was developed from original NASA Optic technology and was recently inducted into the Space Foundation Technology Hall of Fame.

Fit-ons available for \$39 + S&H
Black or Tortoise-Shell design



on earth. Wear your Eagle Eyes® Navigators with absolute confidence, knowing your eyes are protected with technology that was born in space for the human race.

Eagle Eyes® Navigator™ Sunglasses ~~\$99~~†

Offer Code Price **\$49** + S&P Save \$50
PLUS receive the Navigator™ Gold absolutely FREE!—2 pairs for the price of one!

1-800-333-2045

Your Insider Offer Code: EEN242-02

You must use this insider offer code to get our special price.

Stauer®



Rating of A+

14101 Southcross Drive W., Dept. EEN242-02
Burnsville, Minnesota 55337 www.stauer.com

† Special price only for customers using the offer code versus the price on Stauer.com without your offer code.

Smart Luxuries—Surprising Prices™

VOODOO MAGIC

From sports coupe to sports car at 8,250 rpm

○ MONTEREY, CALIFORNIA

D

on't let the thicket of engineers standing around the Shelby GT350 fool you. Though they might look like scientists, they are really just Mustang guys at heart. Two of them even admit to us that they just recently stopped driving their 1980s-era Mustang 5.0s, and then only because both cars had finally dissolved into rust after 300,000 miles.

But Mustang guys are not necessarily just young and dumb these days, an insight that comes to us as the Shelby GT350 shreds

the straightaway here at Mazda Raceway Laguna Seca. We're paying special attention because the shift lights in the head-up instrument display are twinkling as the Voodoo V-8 engine approaches 8,250 rpm, which is a pretty scientific number. This is the coolest engine we've driven in a long time, a mix of Detroit toughness and Euro-style cleverness. Of course, the thought of all those big pistons and valves jumping up and down so fast in this 526-hp, 5.2-liter V-8 makes us wish we were wearing a military flak jacket.



It's hard to say what it is about a track-ready street car that so fascinates all of us. Maybe we like the idea of stripping down a car to its essentials so it's about driving, not going to the grocery store. When the Mustang was new back in 1965, Carroll Shelby and his happy band of backyard engineers stripped Ford's ponycar to a shell, lashed up the suspension so tightly that it could barely move, bolted on some big tires, and then let the 4.7-liter V-8 do its best on the racetrack. Some 50 years later, the 2016 Shelby GT350 hopes to match the legend in two different configurations.

You can choose the \$47,795 GT350 then pump it up if you like with either the \$6,500 Track package or the \$7,500 Electronics package that includes navigation and special audio as well as a hard-core suspension setup. Or you can choose the \$61,295 GT350R, which has a unique suspension calibration and already includes all the hard-core racing hardware, including MagneRide dampers, heavy-duty front springs, and wider front tires, as it dispenses with such frippery as air-conditioning, an audio system, and even the rear seat in order to reduce its overall weight by 120 pounds.



Chuck Cantwell

The man not named Shelby behind the original GT350 program

BY JOHN LAMM

While Carroll Shelby's name rightly belongs before GT350, you'd be hard pressed to find another person more instrumental in bringing the super Mustangs to life than Chuck Cantwell. As project engineer for the GT350 program, he was the driving force behind the design and production of the street and track-attacking R model. He was even a GT350R test driver for a while. "That became the fun part of my job," he said. No kidding.

We caught up with Cantwell, 81, during this year's Rolex Monterey Motorsports Reunion, which honored the GT350's 50th anniversary.

"The object of the GT350 program was to beat the Corvettes in SCCA racing," Cantwell explained. "So we had to first get a car the SCCA would accept as a sports car."

That would be the GT350R, which the SCCA eventually approved.

The GT350Rs started as special-order cars from Ford's San Jose, California, factory, minus such items as side window glass and sound-deadening material. "We'd run them through our assembly line with the street cars," Cantwell said. "They would get a partial build and then went to the race shop where we added racing equipment, like a race engine and instrumentation." The R's (some 34 production models

were built in all) would go on to win the SCCA's B Production title in 1965, 1966, and 1967. And now they are \$1 million machines.

As for the production GT350s, "They had to be driven off the [San Jose] assembly line, so they came with parts we weren't going to use, like the manifold, exhaust, and carburetor, which were removed," Cantwell said. "The first 30 cars were built in Venice [Shelby's California Cobra facility] on jack stands until we got the hangars equipped on Imperial Highway next to the airport [Los Angeles International]."

As for Shelby, "Carroll didn't get involved with things too much. He kept track of what we were doing, but he didn't meddle," Cantwell recalled. "He was a good person to work for in that regard."

In 1968, Cantwell could see the end coming. With Ford taking over production of the cars and Shelby rapidly losing interest, it was time to move on to a new challenge. Cantwell eventually left Shelby American to work for Roger Penske as team manager for Trans-Am cars and general manager of the race shop. He later joined Mark Donohue's Porsche 917/30 effort before eventually moving on to Lockheed Martin, where he retired in 2002.

Driven

To find where the magic comes from, you don't have to look any further than the GT350's engine. When it came time to build it, the Mustang engineers predictably punched bigger holes in the block of the DOHC Coyote V-8 for 94mm pistons, put bigger valves in the cylinder head, and specified a tall 12.0:1 compression ratio. But then they did the unexpected and got all European by adding a racing-style flat-plane crankshaft. This delivers not just quicker throttle response but also a different firing order for the cylinders that leads to better breathing high in the rpm range. Ferrari adopted this technology for its 4.3-liter V-8, but even Italian engineers shudder at the thought of such a thing in a larger 5.2-liter

THE SPECS

PRICE:

\$48,690/\$56,190
(base/as tested)

ENGINE:

5.2L DOHC 32-valve V-8/
526 hp @ 7,500 rpm,
429 lb-ft @ 4,750 rpm

TRANSMISSION:

6-speed manual

LAYOUT:

2-door, 4-passenger,
front-engine, RWD coupe

EPA MILEAGE:

14/21 mpg (city/hwy)

L x W x H:

188.9 x 75.9 x 54.2 in

WHEELBASE:

107.1 in

WEIGHT:

3,791 lb

0-60 MPH:

4.0 sec (est)



V-8 since vibration caused by the flat-plane crank can tear apart an engine's components.

But the Ford engineers have tamed the physics thanks to clever work with materials, carefully balanced components, and expensive details such as an oil gallery drilled through the length of the crankshaft. And now as this GT350 equipped with the optional Track package rips under Laguna Seca's spectator bridge before Turn 1, we can hear the Voodoo V-8's powerful percussive roar. The Tremec six-speed manual transmission is geared short (effectively a close-ratio five-speed plus an overdrive sixth), and it helps you climb quickly through the rpm range until you hit the

The Voodoo V-8 with its racing-style flat-plane crankshaft develops higher mean piston speed than a Ferrari V-8, although its single-stage intake plenum and 4-into-3-into-1 exhaust headers keep it from sounding like a Ferrari.

torque peak of 429 lb-ft at 4,750 rpm. Then the engine gets meaner and more insistent, and you ride a broad plateau of power until output peaks at 526 hp at 7,500 rpm. The creamy, high-rpm throttle response helps you hustle the Shelby through Laguna Seca's long-duration corners like a hero.

As we crest the hill and then charge down to the hairpin at Turn 2, it occurs to us that this 3,750-pound Shelby GT350 is moving along at a rate of knots and soon we will have to get serious with the brakes, which historically has not been exactly a confidence-inspiring moment in a solid-axle Mustang. We step deep, deep into the brake pedal, and imagine our surprise when the GT350 hunkers



SHELBY GT350 MUSTANG

down and burns away the speed without drama.

Ah, now we remember. First of all, this new-generation Mustang has independent rear suspension. And second, the GT350's six-piston Brembo calipers are working on big 15.5-inch rotors in front while four-piston calipers work 12.6-inch rotors in the rear. And because we're dealing with racing-style, two-piece iron rotors rather than carbon ceramics, we can modulate the braking effort with precision, instead of simply nailing the brake pedal and letting the antilock electronics take care of the consequences.

And around the corner we go, the 295/35R-19 front, 305/35R-19 rear Michelin Pilot Super Sport

WE STEP DEEP, DEEP INTO THE
BRAKE PEDAL, AND IMAGINE OUR
SURPRISE WHEN THE GT350
HUNKERS DOWN AND BURNS AWAY
THE SPEED WITHOUT DRAMA.





tires hanging on without a slither or a wobble. The new aluminum steering knuckle with its reduced wheel offset helps provide more leverage to precisely control the tire's big contact patch, while the hard bushings in the steering linkage send clear messages from the tires. No sideways drama, just vectored forward motion as the Torsen-type limited-slip rear differential encourages the rear tires to hook up and obediently follow where the front tires lead.

When you step up to the Shelby GT350R, you'll find that the dynamics are the same, only the package has been toughened up enough so the driver will run out of breath long before the car will. The lighter 3,655-pound GT350R faithfully follows its front tires in Laguna's corners just like the GT350, except the wider and grippier 305/35R-19 Michelin Pilot Sport Cup 2 front tires hang on even longer.



The GT350R, top, is track-ready with special aero pieces, racing-type coolers for the engine, transmission, and limited-slip diff, fast-acting MagneRide dampers, lightweight carbon-fiber wheels, and super-sticky Michelin tires.

54 . 12 . 2015

The R-type's lightweight carbon-fiber wheels represent half the unsprung weight of the GT350's conventional cast-aluminum wheels, which helps the R-type's standard MagneRide dampers react even quicker to ride inputs.

The overall effect isn't so much supple as it is steady, almost as if you were riding on an active suspension instead of adaptive dampers and springs. This car always feels like it has lots of tire under it, as if the guys in the pits had just bolted on sticker tires and told you to go out and qualify the car on the pole or don't come back. The Shelby GT350R just flat gets after it on a track, and our spies tell us that it cuts quicker lap times at Mazda Raceway Laguna Seca than a Chevrolet Camaro Z/28.

Yes, we drove the Shelby GT350 with Track pack in the everyday world, and once you dial the five-mode chassis calibration to

Normal, it rides fine, although the wide front tires nibble at the road a bit and the added caster in the new steering knuckle makes the steering effort a bit heavier off center. The clutch action is as light as a feather (though you can't feel the engagement point), and the triple-cone bronze/carbon synchros of the Tremec transmission make the bolt-action shifting feel slick. The special Recaro seats embrace rather than confine, and the Mustang's broad windscreen is far better for sightseeing on California Highway 1 than what the Chevy Camaro and Dodge Challenger can deliver.

Ten years ago, Ford couldn't have built this car even if it wanted to, and it wouldn't have wanted to. That the Shelby GT350 exists at all in a world where the headlines are all about fuel consumption and autonomous driving is nothing less than a kind of miracle. ■





**LAZER
BLUE**

By Daniel Steiger

LIST PRICE
\$749.00

87% OFF
NOW ONLY

\$99

+S&P
YOU SAVE
\$650

"THE NEXT GENERATION OF HYBRID" ...AND UNDER \$100

Timepieces International brings you the incredible **Daniel Steiger Lazer Blue Watch**. In our opinion, the best looking hybrid watch on sale! What's so incredible about the Daniel Steiger Lazer Blue? As well as having an ultra modern look and style, this amazing watch is packed full of features and functions and is available in 18k Yellow Gold fused two-tone or classic steel colored version. This fantastic watch features a metal case structure, digital format windows showing 24hr, days of the week, seconds with an easily accessible alarm system. This incredible watch is robust enough for those always on the move, and yet made with comfort in mind with a modern sporty look. But perhaps the most stunningly cool feature of this astonishing timepiece is its lense. The Lazer Blue Crystal gives this magnificent watch a truly unique look. Integrated into the crystal itself the Blue Lazer coloring takes the look of this watch to another level. The level of **AWESOME!** What else is awesome about this fantastic watch? Quite simply its price. At an incredible **\$99** (plus shipping and handling). This is a unique buying opportunity not to be missed! **Limited stock available.**



Available in
Steel & Gold
Color Versions

CALL OUR CREDIT CARD HOTLINE NOW, TOLL FREE 24/7 ON 1-877 550 9876

And Quote Promo Code:

30 DAY MONEY-BACK GUARANTEE

AU5NLZ

LIMITED STOCK AVAILABLE

OR order online at www.timepiecesusa.com/au5n And Enter Promo Code AU5NLZ

Timepieces International Inc, 12800 N.W. South River Drive, Medley, FL 33178

NAVARRE, SPAIN

Lest we all forget amid the excitement over the all-new XE sport sedan or the latest hotdog variant of the F-Type, the XF is the car that saved Jaguar. It debuted in 2007, just as the automaker was leaving the orbit of Ford Motor Company, and marked a much-needed break with the past. With a combination of new-age style, potent engines, and a just-so blend of sport and luxury, the XF became Jaguar's best-seller and proved the brand had something to offer even in a segment dominated by BMW and Mercedes-Benz. Now a re-energized Jaguar has come full circle and is introducing an all-new 2016 XF.

Distilled to a single word, the directive for the new 2016 XF was "more." More tech, more efficiency, more space, more fun to drive.

The key to all those enhancements is a new, largely aluminum platform shared with the smaller XE. It contributes to impressive weight loss—up to 265 pounds in all-wheel-drive models and a huge 28 percent increase in stiffness. Though the car is fractionally shorter and lower than before, there is more cabin space thanks to a 2-inch-longer wheelbase. Rear passengers reap most of the benefits, enjoying an extra inch of both knee- and headroom. The cabin is just as handsome as ever, providing all the



comfort and elegance one expects of a British luxury saloon with none of the fustiness. The new touchscreen in the cabin is, at last, up to scratch and can be augmented by a head-up display. (If you're counting up the times we're using the word "new" to describe components in this British-built car and are worrying about reliability, note that Jaguar has also stepped up and extended its warranty to a generous five years/60,000 miles.)

The XF retains its taste for drama. Press the pulsing red start button, and a rotary gear selector rises from the center console as the dashboard climate vents rotate in unison to their open position. One

THE POWER OF MORE

An old friend gets a tasteful makeover



thing missing from this start-up sequence is the roar of an eight-cylinder engine. The soulful but gluttonous supercharged V-8s are gone, at least for now, as Jaguar tries to meet ever more demanding fuel-economy standards. Can Jaguar interest you in a turbodiesel, instead? Nope, us neither. The low-revving and somewhat rough-sounding 2.0-liter four-cylinder with 180 hp and 317 lb-ft of torque pulls the 3,800-pound XF away from a stop with adequate enthusiasm but requires planning to pass on the country roads outside of Pamplona, Spain.

The XF feels more like its invigorating self when equipped with a supercharged 3.0-liter V-6, which comes in 340-hp (XF) and 380-hp (XF S) guise. The six growls softly up to redline when the car is in Dynamic mode, and paddle shifts from the updated ZF eight-speed auto come quickly and smoothly. (A manual will be offered, but only in Europe.) The Jaguar's optional adaptive dampers provide, as ever,

THE SPECS

ON SALE:

Now
(diesel: Summer 2016)

BASE PRICE:

\$52,895-\$66,695

ENGINES:

2.0L turbodiesel DOHC 16-valve I-4/180 hp @ 4,000 rpm, 317 lb-ft @ 1,750-2,500 rpm; 3.0L supercharged DOHC 24-valve V-6/340 hp @ 6,500 rpm, 332 lb-ft @ 4,500 rpm; 3.0L supercharged DOHC 24-valve V-6/380 hp @ 6,500 rpm, 332 lb-ft @ 4,500 rpm

TRANSMISSION:

8-speed automatic

LAYOUT:

4-door, 5-passenger, front-engine, RWD/AWD sedan

FUEL MILEAGE:

18-24/28-34 mpg (city/hwy) (est)

L x W x H:

195.0 x 74.0 x 57.4 in

WHEELBASE:

116.5 in

WEIGHT:

3,550-3,900 lb (est)

0-60 MPH:

5.0-7.7 sec

TOP SPEED:

142-155 mph



a perfectly creamy yet composed ride. If you're getting the regular passive dampers, do yourself a favor and skip the R-Sport trim, which felt overly firm even on well-maintained European roads. The XF's new electric power steering, shared with the F-Type, is well weighted and precise; changes of direction are free of the "let me help you" artificiality that ruins so many modern electrically assisted racks. This is still a driver's car. And

it can still get rowdy. Powering out of corners in an XF S at the 2.1-mile Circuit de Navarre, we were able to kick the back end loose even with stability control engaged.

Overall, the XF is better in every way but hasn't lost any of its vigor. It's also a bit more affordable than before at \$52,895 for the base V-6. Once again, Jaguar has a charismatic alternative to the usual German suspects, and a pretty smart one, at that. ■

▼ The 2016 XF is still a blast on curvy roads. It is a spot-on blend of sport and luxury. The interior, above right, is at once completely modern and instantly familiar. It's a very nice place to rack up miles.



THE XF FEELS MORE LIKE ITS INVIGORATING SELF WHEN EQUIPPED WITH A SUPERCHARGED 3.0-LITER V-6, WHICH COMES IN 340-HP (XF) AND 380-HP (XF S) GUISE.

ON THE TRAIL OF THE

2016 CHEVROLET SILVERADO

WITH THE FOLKS WHO CREATED IT.

The 2015 Silverado 1500 was named **"Highest Ranked Large Light Duty Pickup in Initial Quality"** by J.D. Power¹ and the new 2016 Silverado comes from the same stock. The new face of strong, Silverado has a muscular front end that reflects its strength and capability. We sat down with the team of designers and engineers behind the new Silverado, the latest addition to the family of the most dependable, longest-lasting full-size pickups on the road.²





JOHN CAFARO

EXECUTIVE DIRECTOR,
GLOBAL CHEVROLET DESIGN

This Silverado makes some great advances using new lighting technology. How did this technology inspire the vehicle design?

Lamps are the windows to a truck's soul. They help give a truck its signature look — both during the day and at night. The new LED lamps on the 2016 Silverado gave us the opportunity to create a stronger, more expressive front end while giving our drivers a substantial improvement in night driving and overall visibility. It highlights how much technology is in the truck.

Truck design is one of the hottest areas in automotive design right now. What are some of the synergies between truck and other vehicle design?

Corvette and Silverado have been the iconic bookends for Chevrolet design for more than 50 years. In the past, they had completely separate design teams. We now have a lot more cross-pollination in our design teams and design work. You can see that influence especially in the hood and grille. These trim details allow customers to express personality. Grilles are like cowboy boots — they are your calling card.

“Grilles are like cowboy boots — they are your calling card.”

John Cafaro

EXECUTIVE DIRECTOR, GLOBAL CHEVROLET DESIGN



TIMOTHY ASOKLIS

CHIEF ENGINEER — 2016 FULL-SIZE TRUCK,
CURRENT PRODUCT SUPPORT

The new Silverado was engineered with multiple enhancements, including articulating running boards. How do they work?

A new feature on Silverado, available articulating running boards automatically extend down and out from the sides of the cab to act like traditional steps. Just tap the foot control and they articulate rearward for access to the bed and its contents. No competitor offers this feature.

Towing is important in a truck. What advances set the 2016 Silverado apart when it comes to towing capability?

Throttle progression and grade braking are features that have come from our engineers studying the challenges of pickup truck towing in the real world. Throttle progression, along with our available 8-speed automatic transmission, makes accelerating with a heavy tow load both smooth and quick.

Using intelligent and adaptive algorithms, steep hills are more easily handled with Grade Braking Mode, which transfers some of the burden of slowing down and stopping from the brake pads to the engine and transmission.



¹ The Chevrolet Silverado LD received the lowest number of problems per 100 vehicles among large light duty pickups in the proprietary J.D. Power 2015 Initial Quality Study.SM Study based on responses from 84,367 new-vehicle owners, measuring 244 models and measures opinions after 90 days of ownership. Proprietary study results are based on experiences and perceptions of owners surveyed in February–May 2015. Your experiences may vary. Visit jdpower.com. ² Dependability based on longevity: 1987–April 2013 full-size pickup registrations.

A photograph of two Aston Martin cars parked in front of a modern building with large glass windows. The car in the foreground is a silver Aston Martin Vantage, and the car in the background is a dark grey Aston Martin DB11. The building's glass reflects the sky and the cars. The text "By Christopher Nelson | Photography by Charlie Magee" is overlaid on the image.

By Christopher Nelson | Photography by Charlie Magee

A BULLET-PROOF BOND A BULLET-PROOF BOND



WE GO TO ENGLAND TO DRIVE THE THREE MOST
IMPORTANT JAMES BOND CARS OF ALL TIME

W

What does James Bond drive? An Aston Martin, of course. That the first of Ian Fleming's Bond books actually featured a Bentley is inconsequential, as is the fact that the 24-film franchise has had the spy in everything from an AMC Hornet to a Toyota 2000GT. James Bond drives an Aston Martin, and that's that.

The torrid affair between the British institutions—which began in 1959 when Bond drove an Aston Martin DB3 in the book “Goldfinger” and was solidified five years later when the film version debuted with Sean Connery behind the wheel of a DB5—is fierier than ever. So on the eve of the release of “Spectre,” the latest film in the series, we decided to celebrate the inexorable bond between the man and his machines at Aston Martin's headquarters in Gaydon, England. Laid out before us were the three most important Bond cars of all time: the 1965 Aston Martin DB5, the 2007 Aston Martin DBS, and the all-new, hauntingly sexy DB10, “Spectre's” hero car and the first model Aston Martin has ever built exclusively for the series.

We start our day by sliding into the ribbed black leather driver's bucket of a DB5, which has starred in six Bond films. We rub our thumbnail along the top edge of the small teardrop-shaped shift knob hoping to find our favorite Q Branch extra: the red ejector-seat button. Alas, this isn't an original Bond DB5 stunt car from the '60s but one of the cars that starred in the last film, “Skyfall.” It has a thin black outline on its roof of where the passenger seat would eject, but otherwise, it's a stock and beautifully maintained DB5, one now worth a few million dollars thanks to its association with 007.

We pull down the tinted Plexiglas sun visor, run one hand along the rim of the wood-grain steering wheel with small metal rivets on its backside, and move the choke from normal to start while turning the small silver key in the center-mounted ignition switch with the other. The inline-six cranks for a few seconds before backfiring through its carburetors,



THE SPECS

1965 ASTON MARTIN DB5

PRICE WHEN NEW: \$4,695

ENGINE: 4.0L DOHC 12-valve I-6/
282 hp @ 5,500 rpm,
280 lb-ft @ 4,500 rpm

TRANSMISSION: 5-speed manual

LAYOUT: 2-door,
4-passenger, front-
engine, RWD coupe

EPA MILEAGE: N/A

L x W x H: 179.9 x 66.0 x 52.0 in

WHEELBASE: 98.0 in

WEIGHT: 3,236 lb

0-60 MPH: 7.1 sec

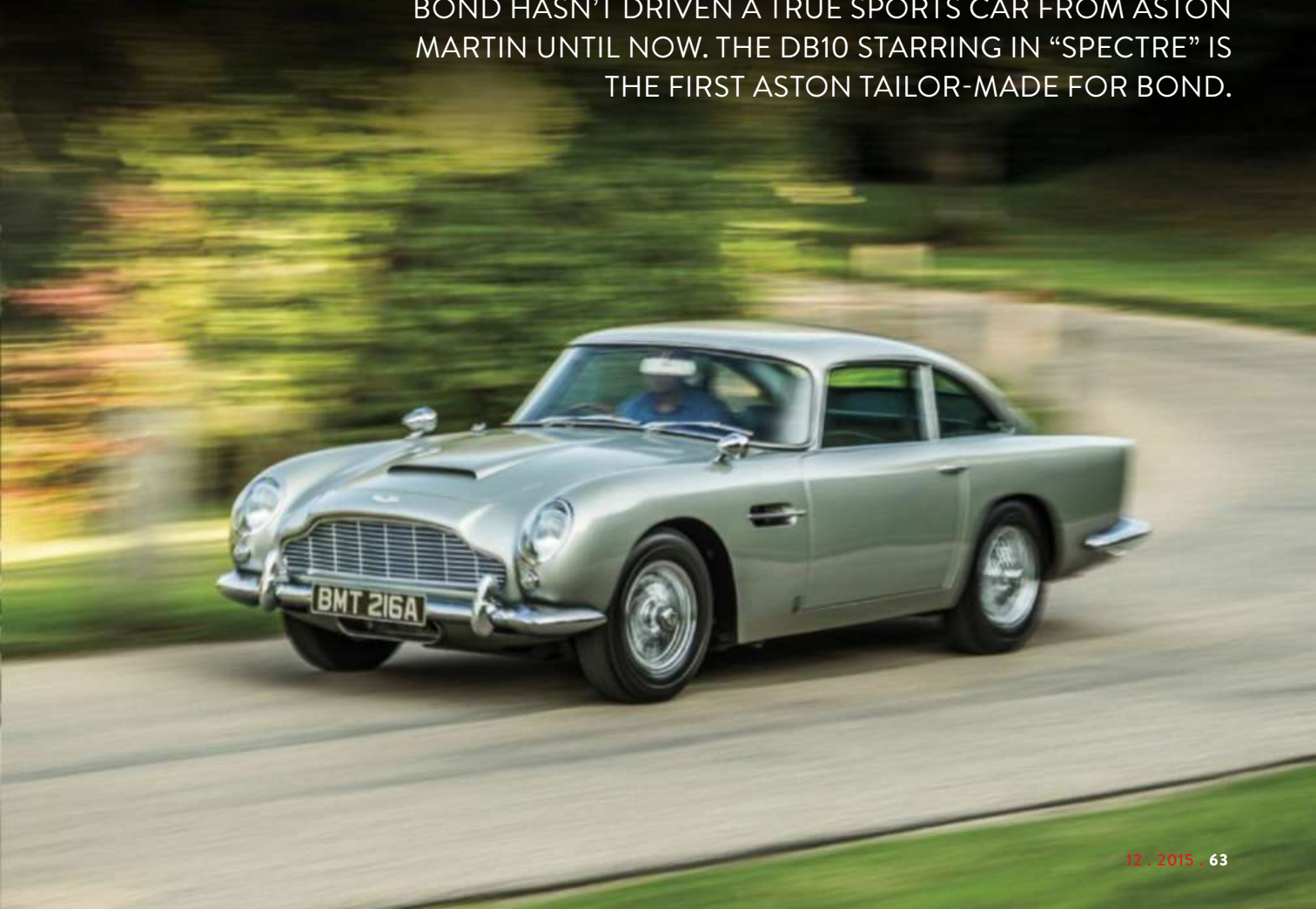
TOP SPEED: 142 mph

The DB5 started it all in '64. Even after a slew of other Asters, it's the one that makes us swoon like a Bond girl. It's just so damn attractive, from its Silver Birch paint to its dapper interior.





BOND HASN'T DRIVEN A TRUE SPORTS CAR FROM ASTON MARTIN UNTIL NOW. THE DB10 STARRING IN "SPECTRE" IS THE FIRST ASTON TAILOR-MADE FOR BOND.





MAREK REICHMAN

CHIEF CREATIVE OFFICER, DESIGN
DIRECTOR AT ASTON MARTIN

AM: Did development of the DB10 happen because of "Spectre"?

MR: Yes. The DB10, the movie car, came out of our relationship with [producer] Barbara Broccoli, [production company] Eon, and [director] Sam Mendes. They came to Gaydon to have a look at a potential car for "Spectre" in April of last year, before filming had started, before the script had been finished. I showed them some prototype-stage product for next-generation cars—that we'll preview next year, in fact—and they loved them. On the wall next to them was a sketch of a future, smaller, more individual sports car, which was clearly more of a hedonistic "it's all about me" car. Sam saw it and said, "What's that?" And I said, "Oh, that doesn't exist. It's only the sketch. That's for the future, an even further development within our range, something specific and unique to sports cars, a true athlete." He said, "I love it. Could we have that?"

"Well," I said, "it only exists in sketch form." And he looked at me and said, "Well, we don't need the car until September." Which was less than six months. I said, "OK, we'll go for it." We agreed there and then that we would develop the car, make 10 cars, and provide the first car in September to start filming, and that's it. That's the birth of DB10.

AM: Wait, what prototypes did you show Broccoli and Mendes? The DB11?

MR: Potentially, yes.

AM: And they passed?

MR: Yeah, but part of the reason being that this, the DB10, is more focused to an individual whereas the next generation of product is our true classic, it's a two-plus-

two. Why didn't they want to go with the DB11? I think partly because there was a desire to do something different. Not that the car wasn't appropriate. They just wanted to design something from scratch for James Bond and make something iconic. The DB10 is only being done for the movie. It won't be repeated. And that's a piece of history.

AM: But the DB10 has to preview some coming Aston, right?

MR: It will influence future product, yes. Part of the joy of being able to do something so quickly with fewer constraints in terms of process development—it was all about getting the car to look as good as it can be in the fastest time possible. It becomes a great pre-kickoff prototype. It's a sketch turned into three dimensions.

AM: Now that it's in three dimensions, could it become, say, the next V8 Vantage?

MR: It could potentially influence the next V8 Vantage, but it would never be exactly the same, because we've said the DB10 is just for James Bond. Yes, it's a great influencer. Our sports cars will become much more obviously true sports cars, and the next generation of DB9 will be more of a grand tourer, something that's for that long journey. The next generation of Vantage is an incredibly dedicated sports car. We have new platforms we're developing and new engines, so a lot of the technical side of Vantage will be completely different. But the visual language of DB10 will influence that much, much more. You see, the DB10 is a shark, it's a predator, and that's how we'll start to separate the Vantage and DB lines.

THE SPECS

2007 ASTON MARTIN DBS

PRICE WHEN NEW: \$265,000

ENGINE: 5.9L DOHC 48-valve V-12/ 510 hp @ 6,500 rpm, 420 lb-ft @ 5,750 rpm

TRANSMISSION: 6-speed manual

LAYOUT: 2-door, 2-passenger, front-engine, RWD coupe

EPA MILEAGE: 11/17 mpg (city/hwy)

L x W x H: 185.9 x 75.0 x 50.4 in

WHEELBASE: 107.9 in

WEIGHT: 3,812 lb

0-60 MPH: 4.2 sec

TOP SPEED: 191 mph



shooting smoke out of its twin tailpipes and fretfully coming to life.

We reset the choke and tap the bare-metal accelerator pedal a few times. The 282-hp Tadek Marek engine coughs chaotically through the exhaust. We can't imagine Pussy Galore or Domino Derval being turned on by black soot and backfires, but the way the DB5 drives still charms. It's slow and timid by modern standards, yes, but also nimble and solidly constructed. Its wraparound windshield and delicate A-pillars let us see every inch of the front end and help us get close to the edge of the road as we buzz through corners. Maybe too close since wadding up a multimillion-dollar Bond car would

be almost as bad as drinking a martini that's stirred instead of shaken. We put the DB5 away as soon as the tires start to protest against our driving style. Aggressive driving is best saved for a correspondingly aggressive, modern-era car such as the Aston Martin DBS.

It was fortuitous that when "Casino Royale" debuted with Daniel Craig playing a much more assertive, physical Bond that Aston Martin had just built the DBS, the most brutal road car it had yet built. The DBS has starred in some of the franchise's most adrenaline-soaked driving scenes—a dramatic, seven-roll crash in "Casino Royale" and the thrilling opening sequence of the follow-up film, "Quantum of Solace."



SWISS + MADE



ESSENTIAL GEAR.

Tony Kanaan Automatic Valjoux Chronograph Limited Edition 1181: 44mm asymmetrical black PVD stainless steel case with screwed down case back, polished ceramic bezel, black steel crown and pushers, antireflective sapphire crystal, water resistant to 100 meters, genuine black leather strap with red contrast stitching and lining, black PVD stainless steel buckle, and Luminox self-powered illumination. Swiss Made.

Preferred timepiece of 2013 Indy 500 Champion Race Driver Tony Kanaan.

Limited Edition of 310 Pieces Worldwide.

Available at Tourneau and Other Fine Retailers Nationwide.



Constant Glow for up to 25 Years.

Shop Online
www.luminox.com

facebook.com/Luminox

We squeeze into the one-piece carbon-fiber seat of a DBS used for stunts and pull the four-point Sabelt harness over our shoulders. Mounted behind us, where a pair of half-seats used to be, are a fire extinguisher and silver racing helmet with “Daniel Craig” emblazoned on its side. We push the bulky metal shifter into first and take off. The 510-hp V-12 sounds gravelly but is remarkably smooth, and

red lights on the dash come on as we near redline and shift to second. We’ve loved this car on film, but it sounds even better in person.

Exciting as it is, the DBS in some ways hasn’t aged well, sort of like “License to Kill.” Its center stack is cluttered and dated, and some surfaces have been faded by the sun. And at 3,812 pounds, the DBS lacks the footwork to go with its brute force.



ASTON MARTIN DB5 (1963-'65) 1. **“GOLDFINGER”** YEAR: 1964 **BOND:** Sean Connery **GIRL:** Honor Blackman as Pussy Galore **SONG:** “Goldfinger” by Shirley Bassey **PLOT:** An international smuggler plans to make the gold stored in Fort Knox radioactive, and Bond is the only one who can stop him. 2. **“THUNDERBALL”** YEAR: 1965 **BOND:** Sean Connery **GIRL:** Claudine Auger as Domino Derval **SONG:** “Thunderball” by Tom Jones **PLOT:** An evil secret agent threatens to use two stolen nuclear warheads, and Bond is the only one who can stop him. 3. **“GOLDENEYE”** YEAR: 1995 **BOND:** Pierce Brosnan **GIRL:** Izabella Scorupco as Natalya Simonova **SONG:** “GoldenEye” by Tina Turner **PLOT:** A rogue MI6 agent plans to fire an electromagnetic cannon that’s in outer space, and Bond is the only one who can stop him. 4. **“TOMORROW NEVER DIES”** YEAR: 1997 **BOND:** Pierce Brosnan **GIRL:** Michelle Yeoh as Wai Lin **SONG:** “Tomorrow Never Dies” by Sheryl Crow **PLOT:** A media mogul tries to start a war between China and the U.K., and Bond is the only one who can stop him. 5. **“SKYFALL”** YEAR: 2012 **BOND:** Daniel Craig **GIRL:** Bérénice Marlohe as Severine **SONG:** “Skyfall” by Adele **PLOT:** A disgruntled MI6 agent wants to destroy the British intelligence agency, and Bond is the only one who can stop him.



ASTON MARTIN DBS (1967-'71) 6. **“ON HER MAJESTY’S SECRET SERVICE”** YEAR: 1969 **BOND:** George Lazenby **GIRL:** Diana Rigg as Tracy Bond **SONG:** “We Have All The Time In The World” by Louis Armstrong **PLOT:** An evil allergist hopes to start worldwide germ warfare, and Bond is the only one who can stop him. **ASTON MARTIN V8 VANTAGE (1977-'89)** 7. **“THE LIVING DAYLIGHTS”** YEAR: 1987 **BOND:** Timothy Dalton **GIRL:** Maryam d’Abo as Kara Milovy **SONG:** “The Living Daylights” by A-ha **PLOT:** An international arms dealer wants to start another world war, and Bond is the only one who can stop him. **ASTON MARTIN V12 VANQUISH (2001-'05)** 8. **“DIE ANOTHER DAY”** YEAR: 2002 **BOND:** Pierce Brosnan **GIRL:** Halle Berry as Jinx Johnson **SONG:** “Die Another Day” by Madonna **PLOT:** A British millionaire plans to fire a high-powered laser situated in outer space, and Bond is the only one who can stop him. **ASTON MARTIN DBS (2008-'12)** 9. **“CASINO ROYALE”** YEAR: 2006 **BOND:** Daniel Craig **GIRL:** Eva Green as Vesper Lynd **SONG:** “You Know My Name” by Chris Cornell **PLOT:** A poker-playing villain is short-selling stocks to fund terrorism, and Bond is the only one who can stop him. 10. **“QUANTUM OF SOLACE”** YEAR: 2008 **BOND:** Daniel Craig **GIRL:** Olga Kurylenko as Camille Montes **SONG:** “Another Way to Die” by Jack White and Alicia Keys **PLOT:** An evil international organization is destabilizing governments and gobbling up environmental resources, and Bond is the only one who can stop them. **ASTON MARTIN DB10 (2016)** 11. **“SPECTRE”** YEAR: 2015 **BOND:** Daniel Craig **GIRL:** Léa Seydoux as Madeleine Swann **SONG:** “Writing’s on The Wall” by Sam Smith **PLOT:** Bond uncovers the existence of an evil international organization, SPECTRE, and with the help of Madeleine Swann, an assassin’s daughter, gets closer and closer to the heart of SPECTRE only to discover he might have more to do with their sinister plots than he thinks—and he’s the only one who can stop them.

***SMARTER
STRONGER
FASTER***



STATE-OF-THE-ART MUSCLE. THE NEW 2015 CHALLENGER.

BORN  **DODGE**

DODGE.COM

DODGE IS A REGISTERED TRADEMARK OF FCA US LLC.

Bond hasn't driven a true sports car from Aston Martin until now. The DB10 starring in "Spectre" is the first Aston tailor-made for Bond. It's based on the current Vantage but is wider and lower and has a longer wheelbase.

The exterior is instantly recognizable as an Aston Martin, but with all the fat sucked out of it. Carbon-fiber bodywork tapers in tightly around the doors before blossoming out above the foot-wide rear tires. Everything is black in the interior, and thick slabs of leather dress the seats, center console, floor mats, and dash. Sitting in the heavily bolstered driver's seat, we poke around and find a button for the rearward-facing flamethrowers, a thumb-print-encoded starter on the steering wheel, and a couple of other well-hidden Quartermaster contraptions we weren't supposed to see.

We fire up the DB10's 430-hp, 4.7-liter V-8 engine and cleanly slot the six-speed manual shifter into first gear before easing out the clutch pedal. The V-8 has lots of midrange punch and a gruff, top-end bark—we immediately prefer its brawling personality to that of the DB5's boggy inline-six or the high-strung V-12 of the DBS. The steering is direct, its power delivery is predictable, and its chassis planted. It rattles, clangs, and bangs like the hurriedly built prototype that it is, but it drives like a fully developed sports car. We charge faster into turns, knowing we shouldn't be so cocky in a car that's one of 10 in existence, but the DB10 sticks no matter how hard we push.

In addition to its big movie debut, the DB10 also serves as a preview of the styling, proportions, and purpose behind a brawny two-seat sports car to come from the brand. It'll be built on a new Aston Martin platform but will use an engine developed by Mercedes-AMG, Gaydon's new German cohort. Bond's DB10 has a dummy boost gauge in the instrument panel, signaling the inevitability of a turbocharged V-6 or V-8. A six-speed manual should be standard—James Bond is a man who shifts his own gears.

Never before in the half-century-old relationship has Bond driven an Aston Martin that offers such a unique glimpse into where the brand is headed. It's a sensational symbiosis that makes it easy to understand why no matter what car Britain's most debonair secret agent gets behind the wheel of, he'll always drive an Aston Martin. ■

THE SPECS

2016 ASTON MARTIN DB10 CONCEPT

PRICE:

The world is not enough

ENGINE: 4.7L

DOHC 32-valve V-8/
430 hp @ 7,300 rpm,
361 lb-ft @ 5,000 rpm

TRANSMISSION:

6-speed manual

LAYOUT: 2-door,
2-passenger, front-
engine, RWD coupe

EPA MILEAGE:

13/19 mpg (city/hwy)

L x W x H:

173.6 x 76.1 x 49.2 in

WHEELBASE: 105.1 in

WEIGHT: 3,400 lb

0-60 MPH: 4.8 sec (est)

TOP SPEED:

190 mph (est)

The DB10's beautifully thin and elegant back end wraps around to two huge, aggressive rear haunches. The multipurpose speedometer still isn't as cool as Q branch's interior add-ons.





ALEXANDER WITT

SECOND UNIT DIRECTOR ON "SPECTRE"

AM: What was your main role in the production of "Spectre"?

AW: To direct the action of the movie. I'd get together with [director] Sam Mendes and Gary Powell, the stunt coordinator, and talk about a stunt we were going to do and how we were going to do it before Gary would start testing the DB10 to make sure it was up to do the stunt.

AM: Give us an example of how that worked.

AW: There, specifically, was one jump in the movie, which is a pretty long jump that's about 5 or 6 feet high, and the car [the Aston Martin DB10] is going pretty fast, so we needed to make sure it wouldn't break in two after the jump. If there was something about the car Gary didn't like, he'd bring it back to Aston Martin and they'd reinforce parts. Once satisfied, we'd prepare two to three cars for that specific jump in case something went wrong.

AM: Did anything go wrong?

AW: Yes, we broke a few wheelshafts, but Aston Martin fixed them immediately. The cars performed very well. That's why we test the cars, so that when we do the stunt, we're 100 percent sure things will work the way we want.

AM: You must've run into a few issues, no?

AW: The roads in Rome are cobblestone and are very slippery even when they're not wet. When we got a little rain, we couldn't do anything until it was completely dry. And sometimes the city said, "No, you can't do the stunt." Like in Rome, there was a street called the Four Fountains because it has

statues on each corner, and the city had spent 7 million euros to restore them. We had wanted to do a stunt there, but they said, "If you hit one of the statues, it's going to be a lot of money."

AM: Tell us about the main chase in "Spectre."

AW: The chase starts at a mansion just outside Rome where SPECTRE is having a big meeting. The main villain [played by Christoph Waltz] recognizes Bond, so Bond has to escape. The chase with the Jaguar C-X75 starts and then goes through the whole of Rome. Sam didn't want to do a "tourist chase" and show a monument on every corner. You see the Vatican, but otherwise it's just the streets of Rome. The speed with which we went down those little, narrow streets in Rome with those cars—it's not easy. There's a nice drive alongside the Tiber River in Rome, where the cars go up on a wall and stay up on the wall, and then come down near the end of the chase.

AM: How does "Spectre" compare to the latest films in the Bond franchise?

AW: It has a little more action than the last movie but is still about the characters. The older Bonds were more about gadgets and other things, but this is more character-driven.

AM: How do you feel about DB10 being the newest Bond car?

AW: I think the DB10 is very significant. The Aston Martin is part of Bond, and technology is getting better and better. The DB5 is a great car to watch and all that, but if we had to jump the DB5 now, I don't know if it would survive.

WeatherTech®

American Manufacturing *Done Right!*



FloorLiner™

Provides "absolute interior protection™"

Laser measured to perfectly fit your vehicle

Has channels to carry fluids and debris to a lower reservoir

Material provides soft touch top, rigid core strength and bottom surface friction



Available in Black, Tan and Grey for Cars, Trucks, SUVs and Minivans

All-Weather Floor Mat



Underside Nibs and Anti-Skid Ridges



Ribbed Design

Deep sculpted channels designed to trap water, road salt, mud and sand

Will not crack, curl or harden regardless of temperature

Available in Black, Tan and Grey

Cargo/Trunk Liner

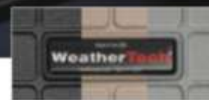
Complete trunk and cargo area protection

Digitally designed for each application

Remains flexible under temperature extremes



Available in Black, Tan and Grey for Cars, SUVs and Minivans



CargoTech®

Cargo containment system

Couples a durable plastic "fence" with a super-grippy underside to keep cargo stable

Excellent for cargo area organization

Works with WeatherTech® Cargo Liner or existing vehicle carpet or flooring

Accessories Available for

Acura · Audi · BMW · Buick · Cadillac · Chevrolet · Chrysler · Dodge · Ferrari · Ford · GMC · Honda · Hummer · Hyundai · Infiniti · Isuzu · Jeep · Kia · Land Rover · Lexus · Lincoln · Maserati · Mazda · Mercedes-Benz · Mercury · Mini · Mitsubishi · Nissan · Oldsmobile · Plymouth · Pontiac · Porsche · Saab · Saturn · Scion · Subaru · Suzuki · Toyota · Volkswagen · Volvo · and more!



TechLiner® and
Tailgate shown

TechLiner®

ARMOR YOUR INVESTMENT

Fits to the exact contours of each application

No messy sprays or drilling needed

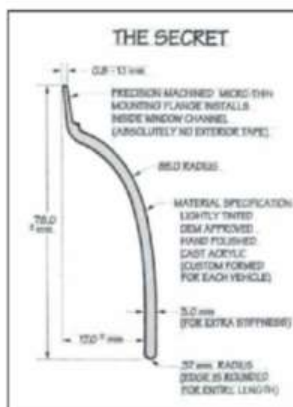
100% recyclable, odorless material

Flexible and durable

Chemical and UV resistant



Side Window Deflectors



EASY TO INSTALL!
No Exterior Tape Needed

Light and Dark Tint Available

Increases ventilation

Reduces wind noise and allows interior heat to escape

Designed and Engineered in USA - Handcrafted in Germany



No-Drill MudFlaps



Mounts-In-Minutes™

Protect your vehicle's most vulnerable rust area

Installs without tire/wheel removal

No drilling into the vehicle's fragile metal surface

Available for Trucks and SUVs

BumpStep®

Protect your bumper from minor accidents

Fits standard 2" receiver hitch

Safely stand on the step (up to 300 lbs.)
for everyday tasks

See the video at WeatherTech.com!

Order Now: 800-441-6287



American Customers
WeatherTech.com



Canadian Customers
WeatherTech.ca



European Customers
WeatherTechEurope.com

ROLLS OPENS UP

Design Analysis:

1. A soft curve, very slightly flattened for the center 8 or 9 inches, is completely different from the three-straight-segment grille top used for more than 100 years on all Rolls-Royce cars.

2. The lower inner corner of the Wraith and Dawn grilles has a large radius in front view, with the traditional vertical grille bars recessed from the nominal front surface plane of the shell.

3. The outer lower corner is a strict, sharp 90-degree change from the vertical sides to the horizontal base of the shell.

4. The top of the A-pillar has a slight rearward hook in the painted portion, but the bright trim is properly straight and has a nicely dimensioned radius that leads the trim across the windshield header, giving no impression of being a coupe with the roof removed. Very nice indeed.



3

By Robert Cumberford | Photography by Martyn Goddard

BEAUTY AND ELEGANCE ARE BACK IN FASHION
IN THIS SUPER-LUXURY CONVERTIBLE

4



CHICHESTER, ENGLAND



The Dawn

is the best-looking car by Rolls-Royce since the iconic British firm came under German ownership a dozen years ago. That's our opinion, yes, but if reactions of the guests who were treated to a glimpse of a preproduction example of this elegant 2016 convertible at the Pebble Beach Concours in August are any indication, it's a simple, objective fact as well.

It has been more than eight decades since the rugged and reliable Rolls-Royce Silver Ghost was proclaimed by the automaker to be "The Best Car in the World." Since those glorious days, there followed many splendid Rolls-Royces but also some truly dismal ones, notably in the Great Depression era. And when BMW and Volkswagen were ferociously vying to acquire the R-R and

Bentley brands in 1998, almost any Japanese economy car was better engineered and certainly more reliable than the revered symbols of British imperial superiority. But what can you expect from a firm on the verge of bankruptcy?

With BMW now in charge, every Rolls-Royce coming from the splendid, purpose-built factory on Lord March's fabulous Goodwood Estate in

southern England is now actually as good as the firm's carefully cultivated reputation has long claimed. The Rolls-Royce Dawn convertible is the latest expression of this renewed corporate spirit. It shares its 122.5-inch wheelbase as well as its chassis architecture with the Wraith coupe and, like all modern Rolls-Royces, it features a twin-turbo V-12 derived from the engine used in the BMW 760Li.

If the Wraith is the hot rod of the Rolls-Royce lineup, the



The softtop stows away under a wood-covered panel and is available in six colors: black, brown, beige, navy blue, red, and silver.



5. The prognathous chin sticks out ahead of the nominal bumper strike face, a truly unusual execution.

6. Critical to the perfect shape of the softtop is placement of the high point of the profile being slightly behind the driver's head. Executing this same roof in steel would be far more beautiful than the awkward fastback of the Wraith, and it could still have the "night sky" liner.



Dawn convertible is the marque's boulevard cruiser, and it makes you see yourself motoring elegantly in Nice, France, along the Promenade des Anglais. Its name recalls the Rolls-Royce Silver Dawn drophead of 1952, a grand car that symbolized Britain's emergence from the shadow of World War II, appearing in the same era that Queen Elizabeth II ascended the throne, Edmund Hillary climbed Mount Everest, the de Havilland Comet jet airliner

made its first commercial flight, and a British car won the 24 Hours of Le Mans for the first time since the Lagonda in 1935.

Of course the new Rolls-Royce Dawn is presently too far from production for us to drive, but it shouldn't be too different from the Wraith, a gleaming black example of which we recently drove on the roads that surround the factory. The Wraith has 624 hp at its command, yet we still expect the less powerful Dawn to provide a similar impression of

endless power and torque, as its 6.6-liter twin-turbo V-12 will deliver 563 hp at 5,250 rpm and 575 lb-ft of torque at 1,500 rpm. We're told that the Dawn is meant to accelerate to 60 mph in less than 5 seconds, amazingly quick for a massive car that measures 208.1 inches from tip to tail and weighs 5,644 pounds. The Wraith and the Dawn might be the smallest cars in the Rolls-Royce line, but one is struck by their overall size, which is a matter of concern not only on the British roads

near Goodwood that were laid down a thousand or more years ago but also on the traffic-choked streets of Beverly Hills.

Rolls-Royce makes a point about bringing some utility to big convertibles such as this with an interior that is configured to truly fit four passengers rather than only two passengers in front and two picnic baskets behind, which was all the Bentley Azure could manage a decade ago. Rest assured, a man with a 97.5-percentile torso length can sit



in the back of the Dawn with ample clearance between his head and the folding top's headliner. The baseline of the side glass rises toward the rear, giving rear passengers the impression of being particularly well protected from the weather and the prying eyes of those on the sidewalk.

The convertible's multi-layer fabric top results in a car as quiet as a limousine as far as wind noise is concerned, at least according to the test driver who had brought a heavily camou-

flaged Dawn prototype from the proving ground down to Goodwood for us to examine. Meanwhile, those who retract the electrically powered roof will be impressed by the manner in which it happens. A wood-paneled section behind the rear seats lifts up and back to allow the softtop with its glass backlight to drop into its hiding place. The whole carefully choreographed business takes 22 seconds to perform.

What really distinguishes the Dawn is its vastly superior

aesthetic presentation.

Rolls-Royce says 80 percent of the body panels are unique to the Dawn, and it's better for it. The roof is beautifully profiled, and its high point has been located properly over the driver's head, whereas the roof of the Wraith peaks a little too far forward. The rear profile is subtly in tune with the softly sensuous sheetmetal curves. In the 1940s, many wealthy Americans bought convertibles for their style, even though they never put the tops down. And

thus was invented the "hard-top convertible coupe," the first examples of which were Buicks and Cadillacs. That can, and probably will, happen again with the Dawn.

The Dawn is subtly voluptuous where old Rolls-Royces are strictly architectural. Notice the evolution of the classic, handmade R-R radiator shell, a graphic symbol that dates back to the 1906 Silver Ghost. The traditional, three-plane Parthenon-style shape has slowly been softened, and



The Spirit of Ecstasy hood ornament is available with four optional finishes: solid silver, gold-plated, illuminated, and up-lit.

THE SPECS

ON SALE:

March 2016

PRICE:

\$320,000 (est)

ENGINE:

6.6L twin-turbo
DOHC 48-valve V-12/
563 hp @ 5,250 rpm,
575 lb-ft @ 1,500 rpm

TRANSMISSION:

8-speed automatic

LAYOUT: 2-door,
4-passenger, front-
engine, RWD convertible

L x W x H:

208.1 x 76.7 x 59.1 in

WHEELBASE: 122.5 in

WEIGHT: 5,644 lb

FUEL MILEAGE:

16/24 mpg (city/hwy) (est)

0-60 MPH:

4.8 sec (est)

TOP SPEED:

155 mph

The overall impression here is beauty and elegance, not just some designer's stylistic self-indulgence.

7. The unobtrusive but important slight surface change in the body side skins recapitulate the profile of the rear-hinged door's leading edge, a surface modulation repeated for both front- and rear-wheel openings to good effect.

8. The subtle, sensuous curve of the Dawn rear fender is three-dimensional in the sense that the form rises over the rear wheel and "Coke bottles" outward in plan around the wheel opening. Whether the hard-painted coach line is necessary will require examining a car without it. The basic form is excellent either way.

9. The perimeter trim for the taillights is

amazingly complex, worthy of M.C. Escher at his best. Transitions from convex to concave surfaces are beautifully managed, and the rim is properly proportioned from any angle.

10. More subtlety in the creation of a trip lip for the rear airflow that must reduce the aerodynamic wake of the Dawn while giving some definition to the rear deck.

11. Uncomplicated but still very nice, the exhaust outlet trims nicely punctuate the considerable mass of the rear body, which must accommodate the substantial top when folded, and still retain some useful baggage space.



7

a curve now exists across the top, while the strict vertical arrangement of the grille bars that most Rolls have carried has been maintained. For both the Wraith and Dawn, these bars are recessed into the shell by 1.8 inches, while the Dawn's lower front bumper has been extended 2.1 inches compared to the Wraith's, which is meant to focus attention on the convertible's jetlike front air intake.

The overall impression is beauty and elegance, not just some designer's stylistic

self-indulgence. This is a credit to Rolls-Royce design director Giles Taylor, who, as a former leading stylist at Citroën, knows something about the design of cars out of the mainstream. It is up to Taylor and his small team of multinational designers that both legacy clients and completely new ones are assured of continuity with the legend and aura of Rolls-Royce while bringing the aesthetic forward and, in some cases, dramatically altering it.

The example of the Dawn

you see here, photographed in a secret London studio, wears Midnight Sapphire paint over a leather-upholstered interior in Mandarin Orange—a dramatic combination that is a far cry from the received ideas of Rolls-Royce from days of yore. It no doubt outrages traditionalists, yet it looks surprisingly unsurprising to our eyes. Besides, traditionalists were the people who put the firm into a decline that would have led to oblivion had not new owners and new attitudes come into play.

With the Rolls-Royce Dawn, the name of a new car for once has some resonance with what it represents for its manufacturer. One really can talk about a new dawn for Rolls-Royce, as some strictures of the past have been relaxed to assure that the revered standard of vehicular superiority will be as relevant to the radically different global society of the 21st century as previous ones were to the lingering vestiges of the imperial era of Victorian and Edwardian times. ■



HARBOR FREIGHT

QUALITY TOOLS AT RIDICULOUSLY LOW PRICES

QUALITY TOOLS

SUPER COUPON

7 FT. 4" x 9 FT. 6"
ALL PURPOSE WEATHER RESISTANT TARP
LOT 69115/69137
69249/69129/69121/877 shown

SAVE 55%
\$399
REG. PRICE \$8.99

LIMIT 6 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

SUPER COUPON

HEAVY DUTY TRAILER DOLLY
LOT 37510 shown
60533/69898

SAVE 37%
\$49.99
REG. PRICE \$79.99

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

SUPER COUPON

29 PIECE TITANIUM NITRIDE COATED HIGH SPEED STEEL DRILL BIT SET
LOT 61637 shown
5889/62281

SAVE 44%
\$13.99
REG. PRICE \$24.99

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

SUPER COUPON

500 LB. CAPACITY ALUMINUM CARGO CARRIER
LOT 92655 shown
69688/60771

SAVE \$70
\$79.99
REG. PRICE \$149.99

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

SUPER COUPON

WIRELESS SECURITY ALERT SYSTEM
LOT 93068 shown
69590/61910/62447

SAVE 60%
\$11.99
REG. PRICE \$29.99

LIMIT 7 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

SUPER COUPON

20% OFF
ANY SINGLE ITEM

LIMIT 1 - Save 20% on any one item purchased at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount, coupon, gift cards, Inside Track Club membership, extended service plans or on any of the following: compressors, generators, tool storage or carts, welders, floor jacks, Towable Ride-On Trencher, Saw Mill (Item 61712/62667/158), Predator Gas Power Items, open box items, in-store event or parking lot sale items. Not valid on prior purchases after 30 days from original purchase date with original receipt. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

WOW SUPER COUPON

4000 PEAK/3200 RUNNING WATTS 6.5 HP (212 CC) GAS GENERATORS
LOT 69729/68528/69676 shown
LOT 69675/69728 CALIFORNIA ONLY

SAVE \$200
\$299.99
REG. PRICE \$499.99

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

SUPER COUPON

PITTSBURGH LOW-PROFILE CREEPER
LOT 69262 shown
69094/61916 2745 shown

SAVE 60%
\$19.99
REG. PRICE \$49.99

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

SUPER COUPON

56", 11 DRAWER INDUSTRIAL QUALITY ROLLER CABINET
LOT 69395/67681 shown
• Weighs 441 lbs.
• 3458 lb. Capacity

SAVE \$500
\$699.99
REG. PRICE \$1199.99

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

How Does Harbor Freight Sell GREAT QUALITY Tools at the LOWEST Prices?

We have invested millions of dollars in our own state-of-the-art quality test labs and millions more in our factories, so our tools will go toe-to-toe with the top professional brands. And we can sell them for a fraction of the price because we cut out the middle man and pass the savings on to you. It's just that simple! Come visit one of our 600 Stores Nationwide.

WOW SUPER COUPON

POWDER-FREE NITRILE GLOVES PACK OF 100 HARDY
• 5 mil. thickness
MEDIUM LOT 68496/61363
YOUR CHOICE!
LARGE LOT 68497/61360
X-LARGE LOT 61359 68498 shown

\$6.49
REG. PRICE \$11.99
SAVE 45%

LIMIT 8 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

SUPER COUPON

90 AMP FLUX WIRE WELDER
• No Gas Required
LOT 61849/62719 68887 shown

\$98.88
REG. PRICE \$149.99
SAVE OVER \$51

LIMIT 9 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

SUPER COUPON

10 FT. x 20 FT. PORTABLE CAR CANOPY
LOT 60728/62858 62857/63054 69034 shown

\$119.99
REG. PRICE \$199.99
SAVE \$80

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

WOW SUPER COUPON

3 GALLON, 100 PSI OILLESS PANCAKE AIR COMPRESSOR
LOT 60637/61615 95275 shown

SAVE 55%
\$39.99
REG. PRICE \$89.99

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

SUPER COUPON

PITTSBURGH RAPID PUMP® 3 TON LOW PROFILE HEAVY DUTY STEEL FLOOR JACK
LOT 68049/62326 62670/61253 61282 shown

\$84.99
REG. PRICE \$169.99
SAVE \$85

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

SUPER COUPON

CENTRAL PNEUMATIC HIGH SPEED METAL SAW
LOT 60568/62541 91753 shown

\$12.99
REG. PRICE \$33.99
SAVE 61%

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

SUPER COUPON

6" VARIABLE SPEED DUAL ACTION POLISHER
LOT 62403/62862 69924 shown

\$54.99
REG. PRICE \$129.99
SAVE \$75

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

LOWEST PRICES *EVERYDAY*



**600 Stores
Nationwide**

WOW SUPER COUPON

Customer Rating ★★★★★

US • GENERAL
30", 5 DRAWER TOOL CART
LOT 69397
61427/95272 shown

• 704 lb. Capacity

AWARD WINNING QUALITY

WINNER
Best Mechanic's Tool Cart
Truckin' Magazine

SAVE OVER \$182

\$167.23 ~~\$189.99~~
REG. PRICE \$349.99

38652704

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

WOW SUPER COUPON

FREE
WITH **ANY** PURCHASE

3-1/2" SUPER BRIGHT NINE LED ALUMINUM FLASHLIGHT
LOT 69111
62522/62573
69052 shown

\$6.99
VALUE

38663876

LIMIT 1 - Cannot be used with other discount, coupon or prior purchase. Coupon good at our stores, HarborFreight.com or by calling 800-423-2567. Offer good while supplies last. Shipping & Handling charges may apply if not picked up in-store. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one FREE GIFT coupon per customer per day.

WOW SUPER COUPON

3-IN-1 PORTABLE POWER PACK WITH JUMP STARTER
CENTECH
LOT 60657 shown
38391/62306/62376

SAVE 33%

\$39.99
REG. PRICE \$59.99

3860662

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

WOW SUPER COUPON

SAVE 60%

32 PIECE SCREWDRIVER SET
PITTSBURGH
LOT 61259/90764 shown

\$5.99 ~~\$8.99~~
REG. PRICE \$14.99

38641806

LIMIT 9 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

WOW SUPER COUPON

NEW

2500 LB. ELECTRIC WINCH WITH WIRELESS REMOTE CONTROL
RADLAND
LOT 61258 shown
61840/61297/68146

\$59.99
REG. PRICE \$149.99

38658635

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

WOW SUPER COUPON

12" SLIDING COMPOUND DOUBLE-BEVEL MITER SAW WITH LASER GUIDE
CHICAGO ELECTRIC
LOT 61776/61969
61970/69684 shown

\$134.99
REG. PRICE \$299.99

38594153

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

WOW SUPER COUPON

2 PIECE VEHICLE WHEEL DOLLIES
• 1500 lb. Capacity

\$49.99
REG. PRICE \$79.99

38623143

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

WOW SUPER COUPON

SAVE \$180

6.5 HP (212 CC) OHV HORIZONTAL SHAFT GAS ENGINES
PREDATOR
LOT 60363/69730/68120
LOT 68121/69727 shown
CALIFORNIA ONLY

\$99.99
REG. PRICE \$279.99

38620113

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

WOW SUPER COUPON

20 TON SHOP PRESS
MACHINE
• Pair of Arbor Plates Included
LOT 32879
60603 shown

\$145 ~~\$145~~
REG. PRICE \$299.99

38625960

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

WOW SUPER COUPON

9 PIECE FULLY POLISHED COMBINATION WRENCH SETS
SAE LOT 69043
42304 shown
METRIC LOT 42305
69044

SAVE 62%

\$5.99
REG. PRICE \$15.99

38633231

LIMIT 9 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

WOW SUPER COUPON

SAVE 46%

60 LED SOLAR SECURITY LIGHT
Banker Hill Security
LOT 62534
69643 shown

\$31.99
REG. PRICE \$59.99

38633608

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

WOW SUPER COUPON

SAVE 50%

MECHANIC'S SHOP TOWELS
PACK OF 50
LOT 69649/46183 shown
61878/61837

\$9.99
REG. PRICE \$19.99

38699105

LIMIT 8 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

WOW SUPER COUPON

4" MAGNETIC PARTS HOLDER
PITTSBURGH
LOT 62535
90566 shown

SAVE 66%

\$1.99 ~~\$5.99~~
REG. PRICE \$5.99

38603054

LIMIT 7 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

WOW SUPER COUPON

60", 4 DRAWER HARDWOOD WORKBENCH
WINDSOR DESIGN
LOT 69054/62603
93454 shown

SAVE \$110

\$139.99
REG. PRICE \$249.99

38615211

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

WOW SUPER COUPON

1/2" INDUSTRIAL QUALITY SUPER HIGH TORQUE IMPACT WRENCH
CORONA
LOT 62627
68424 shown

SAVE OVER \$55

\$74.99 ~~\$129.99~~
REG. PRICE \$129.99

38660131

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/23/16. Limit one coupon per customer per day.

• 100% Satisfaction Guaranteed
• Over 25 Million Satisfied Customers

• No Hassle Return Policy
• Lifetime Warranty On All Hand Tools

• 600 Stores Nationwide
• HarborFreight.com 800-423-2567

By Preston Lerner | Photography by Alison Merion



USING THE **ALL-NEW MIATA** AS
THE FOUNDATION, MAZDA CREATES
ITS MOST ENGAGING RACE CAR YET

FOUR TIMES A RACER



THANKFULLY, NO,
MAZDA DIDN'T
SCREW IT UP. ITS NEW
CUP CAR MARRIES
CONTEMPORARY
SOPHISTICATION WITH
THE HONESTY OF THE
ORIGINAL MIATA.



Inside the cockpit

See that manual shifter? As good as Miata gearboxes always have been, this one is even better, with throws so direct you'll swear you can feel the cogs meshing. The interior is roomier than in the past, fitting drivers up to 6 feet 4 inches.

of the all-new MX-5 Miata Global Cup car, I cinch down the shoulder harnesses until I have trouble breathing. I feel the usual cocktail of warring emotions that accompany the first drive of an unfamiliar race car. Exhilaration. Wariness. Anticipation. Anxiety. But as I try to focus on the racetrack in front of me, one thought flashes repeatedly in my mind like an annoying Internet pop-up ad.

I sure hope Mazda hasn't screwed this up.

Ever since Mazda introduced the Miata for 1990, the MX-5 has been the sports car for the masses, beloved for its simplicity, purity, affordability, and fundamental goodness. Nearly a million MX-5s have been sold, making the Miata the most popular roadster in history. More than 3,000 have been turned into race cars, prompting John Doonan, director of Mazda Motorsports, to call the Miata "the most raced car on the planet."



Two-seaters are never going to generate huge profits, and revenue from grassroots motorsports has only a minimal effect on the bottom line of an automaker as large as Mazda. Still, racing is so essential to the Miata's core that three preproduction models of the fourth-generation Miata, known internally as the ND, were shipped to Long Road Racing in Statesville, North Carolina. There, owner Glenn Long and his son, Tom, a longtime Miata racer, transformed the street machine into the race car that will replace the NCs next season in MX-5 Cup races around the world.

Mazda showcased the fruits of its labor at the Streets of Willow Springs racetrack during a brutally hot summer day in Southern California's High Desert. And I can tell from the moment I roar onto the front straight, scythe through the kink in fourth gear, bury the brakes at the top of the hill, dance through the tight right-hander, and plant the throttle that thankfully, no, Mazda didn't screw it up. Its new Cup car marries contemporary sophistication with the honesty of the original Miata. As such, it's a bridge to the past and a way forward for a company experiencing an unexpected renaissance.

Full disclosure: I'm a longtime Mazda guy. I owned a pair of RX-7s back in the day, and I race a first-gen MX-5, so I've been salivating at the thought of sampling Mazda's latest track-day toy. But the biggest reason why I'm braving the heat at Willow Springs is that Mazda has rented the tight, narrow track to give journalists a unique opportunity to test all four generations of racing Miatas back-to-back.

Although I was tempted to go straight to the dessert course and sample the ND, I decided it would be more educational to start with the first of the Miatas, a bright-yellow 1990 NA owned by Mazda PR chief



The new Cup car builds on three generations of momentum. The original, above, and second-gen, below, remain extremely popular among club racers. The third-gen car, right, is quicker but less satisfying.



Jeremy Barnes, who races it in a class known as Spec Miata. It's basically a stock Miata with a gutted interior, roll-cage and other safety gear, larger wheels and tires, and aftermarket-but-specified springs and shocks.

The Spec Miata class grew like a weed in the late 1990s after club racers Shannon McMasters and David del Genio talked to Mazda Motorsports manager Steve Sanders about creating an affordable, durable race car. "They put the idea in our mind," Sanders recalls, "and we put the parts together." By the early 2000s, Spec Miata was the most popular class in club racing—no other class came close—and it continues to thrive today, allowing NA- and NB-era cars to compete.

A few laps in Barnes' ride is all it takes to understand why Spec Miatas have been playthings for countless club racers and springboards for so many



aspiring pros. Light, agile, and magical under braking, it's like a frisky puppy, full of energy and eager to play—an elemental sports car built for Everyracer. Power? Not so much. Barnes' car makes 115 horsepower on a good day, but unlike a lot of other "momentum" cars, the Miata responds well to being tossed around. In fact, hurling it into corners is the only way to make time, which is why it's such a hoot to flog around a racetrack.

The second-gen car, introduced in 1999, is the puppy without the baby fat. The NB at Willow, also prepped to Spec Miata regulations, is owned by Ken Saward, manager of Mazda Design, which is fitting considering he was the lead designer of the street car. The biggest plus of the NB is its 1.8-liter engine, which produces substantially more midrange grunt than the 1.6 in the early NA. After a stint in Barnes' car, Saward's Miata seems to launch off corners like a speedboat. The downside is 125 pounds of extra heft. Except for acceleration, everything takes longer in the NB, and the car demands a smoother, more disciplined driving style. Recent

history has shown that this is the car to beat in Spec Miata. But if I was lapping just for funzies, I'd still prefer an NA model. (Did I mention I own and race one?)

When the third-generation NC debuted in 2006, it matured into a big dog incorporating modern electronic wizardry and a whopping (by MX-5 standards) 170 horsepower, but the original's purity was hidden under the extra weight. The NC showcased at Willow Springs is a proven winner that's survived countless endurance races, often in the hands of hapless drivers, so I'm expecting to be wowed when I wriggle through the car's rollcage. But the cockpit is so cramped there's no room for my left elbow. The power steering is ridiculously light, and turn-in is almost disorientingly aggressive. Faster is always better when it comes to race cars, and the NC makes its older siblings look like slowpokes. Still, it's a distant third in the smiles-per-miles competition.

In designing the new ND, Mazda corrected several of the NC's flaws. Besides sporting more attractive bodywork, it also benefits from a higher roll

EXCLUSIVE 15 CIGAR COMBO \$29.95

Save Over **80%**

Compare similar at ~~\$170.10~~

- 15 Hand-Rolled Premium Cigars
- Gurkha-logo Humidor (Holds 20)
- An Ultra Reliable Butane Torch Lighter
- A Guillotine Cutter

Order Now
Limited Supply

Call 1-800-349-8740

or visit thompsons specials.com **Promo Code TA335**

OFFER GOOD FOR 30 DAYS Add \$4.95 for Shipping – #887656.
One per customer, Florida residents ADD 7% sales tax, not available to minors and good only in the USA. All written orders must include your date of birth and signature.
In the event of high demand, substitutions of equal or greater value may occur.



©2015 Thompson Cigar Co.

INTRODUCING AN ALL-NEW MOTORTREND.COM



FASTER. SLICKER. MOBILE OPTIMIZED.
EVERY CAR, TRUCK, AND SUV EXTENSIVELY REVIEWED IN OUR ALL-NEW BUYER'S GUIDE. ALL THE AUTOMOTIVE NEWS YOU NEED TO SEE, THE SECOND IT BREAKS.





center at the rear and a lower one at the front, which improves cornering and braking stability. Reviews of the street car have been almost universally glowing.

At the same time, Mazda overhauled its race-car program. When the Spec Miata class got off the ground, most cars were put together by guys who planned to race them personally. They started with cheap donor cars and retrofitted them with parts bought directly from Mazda. But over the years, professional builders got into the game, and prices skyrocketed as they improved every conceivable component. (While decent Spec Miatas sell for about \$10,000, top-of-the-line cars can go for as much as \$35,000.) Meanwhile, the MX-5 Cup—a pro series for NC Miatas—has seen its share of cheating despite Mazda’s best efforts to level the playing field.

So now, in the interest of maintaining parity, Mazda decided to have all left-hand-drive ND race cars built at Long Road Racing and sold with sealed engines, transmissions, and engine control units. Fifty Miatas are on the way to Glenn Long’s shop in North Carolina, which is soliciting vendors for the brake pads, shocks, and tires. But the ND at Willow Springs is very close to the car Mazda will sell to the public for use in the Cup class.

When I climb in, I’m gratified by how roomy the cockpit is. Long says it was designed to accommodate drivers up to 6 feet 4 inches tall, and it’s by far the most comfortable of the four cars on hand. It’s also graced with the best gearbox, with short throws so direct and decisive you can almost feel the cogs meshing. For years, Miata fanboys have boasted that MX-5s had the most satisfying transmissions this side of formula cars. These days, formula cars come with sequential shifters, so you could argue the ND has the finest H-pattern ’box in production.

With 155 horsepower and 148 lb-ft of torque, the new car is less powerful than the old one, but it’s roughly 150 pounds lighter. The race car should get three or four more ponies and is lighter still—a mere 2,100 pounds less fuel and driver—so it accelerates more briskly and feels more nimble when changing direction. With spring rates roughly three times as stiff as the street car, mid-corner stick is predictably impressive. At Streets, the car suffered from persistent power-on understeer, but Tom Long explained after my session that he and his father dialed out most of the oversteer to prevent journalists at the event from getting into trouble. The biggest revelation is the anti-lock brake system, which

kicks in so seamlessly that it’s virtually imperceptible. “You just plant your foot on the brake pedal and let the computer take care of things,” Long said.

The car is everything a race car ought to be—easy to drive fast, rewarding to drive at the limit, and more exciting than a James Bond marathon. The downside? Well, there’s the cost. Mazda hopes to sell the race car for a turn-key price of less than \$55,000. This may be, as Doonan says, “the best value in sports-car racing,” and it’s a bargain by racing standards, but it ain’t cheap. In addition to the MX-5 Cup series, Mazda is trying to find classes for it in SCCA and NASA club-racing competition. Even so, it’s hard to imagine a car that expensive becoming a grassroots sensation and recapturing the lightning in a bottle generated by the Spec Miata series cars.

Mazda is coming off consecutive years of record profits as its fuel-efficient Skyactiv engines and on-target crossovers find a global audience. In the grand scheme of things, the Miata race car isn’t a make-or-break product, but as Doonan puts it, “The car embodies everything that our brand stands for.” I guess I should have known that Mazda wasn’t going to screw up the Miata. Now, all enthusiasts should hope that the market doesn’t screw Mazda. ■



SUMITOMO

HTR A/S P02

Ultra High Performance All-Season (W-Speed Rated)
High Performance All-Season (H- or V-Speed Rated)

The HTR A/S P02 (High Tech Radial, All-Season, Premium 2nd Generation) was developed to meet the year-round driving needs of sports car, sporty coupe and performance sedan drivers by blending dry and wet road performance with all-season wintertime traction.

Dry Cornering and Braking

Independent **shoulder blocks** promote dry road cornering while serrated siping adds extra gripping edges for more confident braking on slippery surfaces.



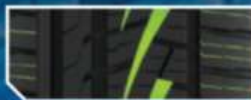
Wet Traction

Water **evacuation channels** and high-angle **lateral grooves** reduce the risk of hydroplaning and enhance wet traction.



Winter Traction

Wide-angle central **tread slots** pack snow while strategically placed **multi-wave sipes** provide additional biting edges to increase traction in wintry conditions.



HTR Z III Max Performance Summer

The HTR Z III (High Technology Radials-3rd generation) was developed for sports cars, sporty coupes and high performance sedans and is designed to provide high-speed handling stability along with dry and wet traction.



Improved Longevity

Continuous **inboard ribs** improve tire longevity by resisting irregular wear associated with independent rear suspensions.

Wet Traction

Wide circumferential and long lateral grooves provide drainage that helps evacuate water to increase wet traction and hydroplaning resistance.



Shop by vehicle at tirerack.com/sumitomo

WINTER TIRES

Functional Footwear. For Your Vehicle.

**FIND THE
RIGHT WINTER TIRE
FOR THE CONDITIONS YOU DRIVE IN**



Call our sales specialists or shop by vehicle at www.tirerack.com/winter



READY-TO-BOLT-ON WINTER PACKAGES!

Tire Rack's Winter Tire & Wheel Packages make changing to winter tires easy and efficient. These high quality, vehicle-specific fitments arrive ready to bolt on your vehicle.

Packages include free scratchless mounting and free Hunter Road Force™ balancing. Plus, all necessary hardware is included at no additional cost!



SAMPLE PACKAGES

Build Your Own at www.tirerack.com/snow



'15 Volkswagen Passat 1.8T SE
215/60R-16 Yokohama iceGUARD iG52c
16x7 MSW Type 22



'15 Infiniti Q50 3.7 AWD
225/55R-17 Michelin X-Ice Xi3
17x7.5 Sport Edition SE-14



'15 Ford Edge SEL
245/60R-18 Goodyear Ultra Grip Ice WRT SUV
18x8 Sport Edition P4



'15 Toyota Tundra 4WD CrewMax
275/60R-18 Bridgestone Blizzak DM-V2
18x9 Ultra Motorsports Spline



WHAT ABOUT TPMS?

If your vehicle is equipped with a direct tire pressure monitoring system, we can recommend wheels that are compatible with its sensors. An extra set of sensors is also available for most systems, and can arrive pre-installed on your package!

sparco®

PRO CORSA
17 18

ASSETTO GARA
14 15 16 17 18

NEW

TROFEO 5
17 18

A HUGE SELECTION OF OVER 1,100 DIFFERENT WHEELS!



BRAKES



SUSPENSION



Don't See the Resemblance



Then & Now

1972

Datsun 510 sedan

2016

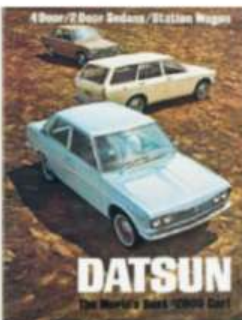
Nissan Maxima SR

By Chris Nelson | Photography by Julia LaPalme



Is the all-new **Maxima** anything like
its forefather, the **Datsun 510**?

"The World's Best \$2,000 Car!" is ad fluff that just might've been true. The 510 was a fantastic value.



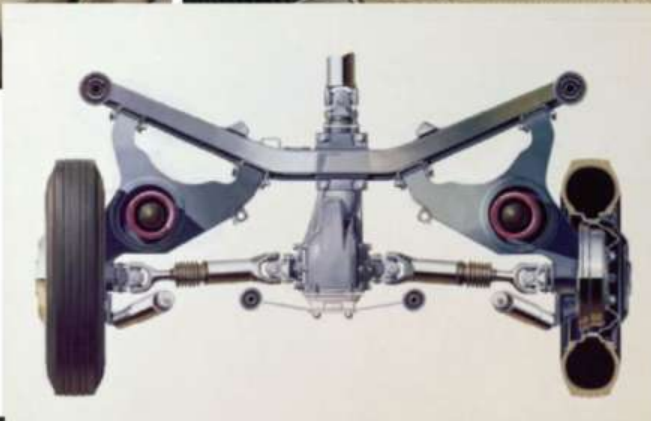
here's no discernible tie between these two. One's slim, the other's bulky. One's modest, the other's outlandish. One says Datsun, the other says Nissan. Remarkably, this beige 1972 Datsun 510 sedan, a compact that helped launch the import market in America, is the progenitor of this big, brash, blue 2016 Nissan Maxima SR, the eighth installment of Nissan's full-size sedan. The Maxima has tried to stay on the sporty side of its typically stale segment for 35 years, but its sportiness has usually felt synthetic, not intrinsic like it did in the 510.

The Datsun debuted Stateside in 1968 at the request of Yutaka Katayama, a corporate rebel banished from the automaker's Japanese headquarters in the early '60s. His masters intended his banishment to Southern California as punishment; instead he planted his roots, puckered up to dealers, and became the first president of Nissan Motor Corporation U.S.A.—and the benevolent father of the beloved Z car. Katayama smugly drove off in the first 510 unloaded on our shores, knowing it would be the sedan to catalyze Datsun's shift from downtrodden to desirable.

Those who wanted a half-price Japanese knockoff of BMW's Neue Klasse plucked up 510s from dealerships the day they arrived, and eager buyers even bribed salesmen to hold cars for them. The well-built 510 had a simple but handsome exterior, a smartly packaged interior dressed in vinyl, and a spacious trunk, all on a supple chassis with fully independent suspension and front disc brakes. After Katayama pleaded for years with Datsun, it launched an all-new, 1.6-liter inline-four engine with the 510 that produced only 96 horsepower but



We pull up to a stoplight next to the **Maxima** and think how funny it is that size once helped dictate a car's performance.



The Datsun 510 was pretty inexpensive when it debuted but didn't feel down-trodden. The design of its utilitarian interior was simple and handsome, and the independent rear suspension gave the four-door the handling characteristics of pricier sedans.

was significantly more powerful than the engines that preceded it. Factor in a standard four-speed manual transmission (a three-speed automatic was optional), and what came together was a sensible and solid sedan that would help wash away Datsun's shoddy status.

Before the 510 came out, Datsun sold several thousand vehicles in America each year. By 1970, it sold hundreds of thousands annually. During the 510's five-year run, Datsun sold more than 300,000, with sales peaking in 1972, when it moved about 105,000 examples of its salvager. The beloved 510 went strong until 1974 when Datsun introduced its successors, the 610, followed closely by the 710. Bigger, heavier, and frumpier than the 510, the two cars kept sales going strong but tread all over their predecessor's playful character. Then the 810 debuted for '77, right after Datsun successfully squeezed Katayama completely out of the company. Marketing called the 810 the "world's most under-priced luxury/performance car." The rear-wheel-drive sedan had a 120-hp inline-six from an early 240Z, but the seed planted by the small, basic 510 had blossomed into a full-size, four-door behemoth with bells, whistles, and a price tag aimed to attract buyers interested in entry-level European luxury offerings. And it did; the 810 sold well as a pinchpenny 5 Series, but it also moved even further away from the 510 that first cemented Datsun's success in the States.

Datsun began to disappear too, when in the early '80s it started badging its luxury sedan as the "810 by Nissan" and





Then & Now

THE SPECS

1972 DATSUN 510 SEDAN

PRICE WHEN NEW:

\$2,456

VALUE TODAY:

\$5,025 (NADA)

ENGINE: 1.6L SOHC

12-valve I-6/

96 hp @ 5,600 rpm,

100 lb-ft @ 3,600 rpm

TRANSMISSION:

4-speed manual

LAYOUT: 4-door,

5-passenger, front-

engine, RWD sedan

FUEL MILEAGE:

17/22 mpg (city/hwy) (est)

L x W x H:

162.2 x 61.4 x 55.1 in

WHEELBASE: 95.3 in

WEIGHT: 2,015 lb

0-60 MPH: 14.5 sec

TOP SPEED: 100 mph



top-trim models were known as the “810 Maxima.” The 810 became the Nissan Maxima in 1984, a year before we saw the second-generation Maxima, which had a more compact wheelbase and the 300ZX’s V-6. Lovely, except the second-gen Maxima went from being rear-wheel drive to front-wheel drive. Did it hurt sales? Hell no—the Maxima sold better than ever—but the car had all but abandoned its roots, and six subsequent generations of Maxima strayed even further. Nissan’s ad gurus pushed the “four-door sports car” gimmick on potential buyers, but the Maximas were more upmarket, more mainstream, dealer- and consumer-friendly family sedans. Each generation sold well, had personality, and put down middling performance figures, but none appealed to enthusiasts as a real alternative to a stylish and capable European sport sedan. Not like the 510 did.

Then along comes the eighth-generation of the Japanese automaker’s bread-and-butter sedan. It’s a startling styling

exercise that melds swoops with sharp creases and flaunts features including a big, bunny-tooth grille, aggressive lights, and a unique “floating” roof. By using high-strength steel in the body structure, Nissan says it managed to make the all-new Maxima 25 percent stiffer than the last one. And even though this is the “high-performance” Maxima SR with a sport-tuned suspension and dedicated electronics system that can help quell the chassis when it gets upset, it’s plush. Diamond-quilted Alcantara, navigation, adaptive cruise control, and an 11-speaker Bose audio system are all standard, which isn’t surprising when you find out the car costs \$38,495. A far cry from \$2,456 for a ’72 Datsun but still a bargain when you consider this Maxima has all the options of a \$65,000 BMW 535i and is just as powerful. Its 300-hp V-6 engine pairs to a continuously variable transmission that neither howls nor hinders the driving experience like most CVTs do, and big, sparkly, unnecessary shift paddles are mounted behind the flat-bottom steering wheel.

We push hard on the Maxima’s brake pedal, slowing way down for a sharp right turn on the streets of Los Angeles, and backfires spill out of the Nissan’s Ansa Marmite-tipped exhaust. The 3,564-pound Maxima drives through the corner flat and predictably; we see the 2,015-pound Datsun in the rearview mirror skate through sideways, its body leaning hard to the left. Before the 510 steadies itself, we’re a block ahead in the Maxima. The Nissan goes from 0 to 60 mph in 5.8 seconds. The Datsun? About 14.5 seconds. That’s slower than the Maxima’s quarter-mile time.

We keep pulling away from the 510 until it disappears completely. A blonde driving a Range Rover in the next lane looks the Maxima over and smiles. We smile and then pitch into another right-hander, much faster than before. The Maxima’s Goodyear Eagle F1 all-season tires give out almost immediately, and the front-wheel-drive family sedan with a chic exterior and a cushy interior reminds us that it really isn’t a “four-



The **Nissan** goes from 0 to 60 mph in 5.8 seconds. The **Datsun**? About 14.5 seconds. That's slower than the Maxima's quarter-mile time.

2016 NISSAN MAXIMA SR

PRICE:

\$38,495/\$38,750
(base/as tested)

ENGINE:

3.5L DOHC 24-valve
V-6/300 hp @ 6,400 rpm,
261 lb-ft @ 4,400 rpm

TRANSMISSION:

Continuously variable

EPA MILEAGE:

22/30 mpg (city/hwy)

LAYOUT:

4-door, 5-passenger,
front-engine, FWD sedan

L x W x H:

192.8 x 73.2 x 56.5 in

WHEELBASE:

109.3 in

WEIGHT:

3,564 lb

0-60 MPH:

5.8 sec

TOP SPEED:

136 mph

The Maxima will never be the second coming of the Datsun 510; over the years, it's become too big, too bulky, and much, much too expensive. But this eighth-generation Maxima shows signs that Nissan is starting to sneak back toward its sporty roots.

door sports car," even if the marketers say it is.

The Datsun catches up, and we switch out of the Nissan and into it. We wrap a hand around the 510's walnut shift knob, a \$3.75 option in its day, and drive slowly onto the street. Most people don't look twice, and we'd prefer not to make eye contact with the ones who do, including the creepy man smiling from his clapped-out Ranchero. We pull up to a stoplight next to the Maxima and think how funny it is that size once helped dictate a car's performance. Now the much, much larger Maxima is far more capable than this itty-bitsy car.

Dump the clutch, and the 510 squats and bogs down before sauntering away. The Maxima must be a half-mile ahead before the Datsun's engine hits its 7,000-rpm redline. The car is slow but carries momentum confidently, which is more than can be said for how it brakes, diving and skidding as the thin-rimmed steering wheel shakes. The 510 feels heavier than you might expect going into corners,

but it turns predictably if you have realistic expectations of its capabilities. The 510 is almost as great to look out of as it is to sit in, and it delivers an unfiltered, absolutely authentic driving experience that encourages you to play around a bit, even when you're struggling to hit the speed limit.

The Maxima is built to appeal to today's buyer, and the 510 simply happened to appeal to yesterday's buyer. Neither is engineered for maximum excitement, but the main difference is that the Maxima's character still feels manufactured whereas the 510's is inherent. But the Maxima might finally be a viable alternative to a European sport sedan, given its unique looks, extensive list of features, and (mostly) confident dynamics. So although the tie between these two—almost 50 years old—is perhaps difficult to see at first glance, it might become clearer as the Maxima gets more and more capable. Or maybe Nissan just needs to exile another executive to SoCal. ■

Upshift



FOUR SEASONS WRAP / MAZDA RX-7 /
AUCTIONS / CRAIG JACKSON

W

hen the reboot of the classic Mini Cooper first arrived on our shores in 2002, the sharp-handling, cute-looking German-owned Brit wowed us and won over a legion of loyal fans. Despite relatively high pricing, a wicked harsh ride, and mixed reliability, it proved that people—even Americans—will happily pay more for a fun-to-drive small car with a big personality.

But times have changed, and the third generation of the modern Mini now faces more competition than ever from a plethora of premium small cars. In a bid to be taken more seriously, the new Minis are bigger and better-equipped, roll on revamped underpinnings, and are powered by a new engine family. We wondered if the latest Mini had become a real car we'd want to live with every day and if it was still as enjoyable to drive as its marketing team made it out to be. Only



No longer the play toy we remember, for better and for worse

PHOTOGRAPHY BY PATRICK M. HOEY

2014 MINI COOPER



one way to find out—a Four Seasons test.

Mini's maturation is most evident in the base model, so we went that route. Its new turbocharged, 1.5-liter three-cylinder engine boasts 40 mpg on the highway while also producing an impressive 162 lb-ft of torque. At just \$20,745 to start, the base car is also relatively affordable. Of course, that's before options. We decked out our Blazing Red Metallic Cooper with a load of creature comforts many of today's drivers expect, including navigation, heated seats, and a panoramic sunroof. The option action blew up the price of our budget-minded subcompact to \$29,795—suddenly, we were near luxury car territory.

The first thing we noticed about our new Mini is—wait for it—it isn't all that mini anymore. Although its 2,763-pound curb weight isn't far off from the last-gen model, the new car is nearly 6 inches longer and 2 inches wider than our last Four Seasons 2007 Mini Cooper S. Classic Mini styling cues such as the big, round headlights, oversized chrome front grille, and boxy rear end look a bit bloated on the enlarged body. Senior editor David Zenlea likened it to “the former high school jock who's gotten a little



thick in the midsection.”

No one commented on the maxi Mini when we went to Mini's equivalent of a high school reunion, the semiannual Mini Takes the States tour. We blended right in with hundreds of fanatical owners. Few of them commented on the new Cooper's styling, which is probably the point. This Mini still looks like a Mini.

So while its retro song largely remains the same on the outside,



The interior layout is more logical than before, but it hasn't given up on being cute: Toggle switches on the center stack harken back to the original BMC Mini.



RUNNING COSTS

MILEAGE:

18,504

WARRANTY:

4-yr/50,000-mi bumper-to-bumper
12-yr rust perforation
4-yr roadside assistance

SCHEDULED MAINTENANCE:

10,967 mi: Oil change, oil filter replaced, \$0

WARRANTY REPAIRS:

16,996 mi: Replace brake pad wear sensor that incorrectly reported worn front pads

RECALLS:

10,967 mi: Replace non-self-locking spare tire nut with secure nut

16,612 mi: Replace incorrect label for maximum capacity weight with updated one

OUT-OF-POCKET:

10,967 mi: Purchase, mount, and balance Bridgestone Blizzak LM60 run-flat winter tires, \$952.64

11,474 mi: WeatherTech DigitalFit FloorLiner mats, front and rear, \$169.90

16,612 mi: Reinstall Pirelli Centurato P7 all-season tires, \$180

FUEL CONSUMPTION:

EPA city/highway/combined
29/40/33 mpg

Observed: **33 mpg**

COST PER MILE:

(Fuel, service, winter tires): **\$0.18**
(\$0.81 including depreciation)

TRADE-IN VALUE*:

\$17,300 *Estimate based on information from Intellichoice.com



PROS & CONS



- Bubbly, distinctive styling inside and out
- Punchy, efficient three-cylinder
- Vibrant owner community



- Harsh ride quality
- Annoying squeaks and rattles
- Less fun to drive than past Minis

PRICES & EQUIPMENT

STANDARD EQUIPMENT

15-inch aluminum wheels; leather-wrapped steering wheel; leatherette-trimmed seats; tilt-and-telescopic steering column; Bluetooth; USB/iPod interface; six-speaker audio system; cruise control; six-way adjustable front seats; chrome grille; air-conditioning; heated exterior mirrors; 60/40-split folding rear seats



the new Mini's interior received a thorough and much-needed redesign. Not only is the new cabin roomier, but it also features heavily revised, more logical controls—a welcome improvement from the strangely placed toggles and gauges that plagued past Minis. The speedometer relocates from the center of the dash, where it frequently blinded drivers with reflected glare, to a traditional position in front of the steering wheel. The window switches take their rightful place on the door panels, and an intuitive iDrive-style controller replaces the small joystick that operated the last Mini's infotainment system. Cheeky details such as pinball machine-inspired accent lights and greeting chimes remain, but they're easier to appreciate (or at least tolerate) given the overall ergonomic improvement. We also appreciated the uprated dashboard plastics and leatherette upholstery befitting a car in the \$30,000 range.

Sadly, the Mini's build quality, or lack thereof, detracted from this premium impression. While hardly anything went wrong with the car over its 18,504 miles with us, save for a faulty brake pad wear sensor, plenty of nasty rattles and vibrations



reared their heads early in our test. "If the Mini is already rattling with less than 4,000 miles on the clock, my commute is going to sound like an African rain stick by winter," worried daily news editor Eric Weiner. His prediction came true, with Detroit bureau chief Todd Lassa noting at 12,960 miles: "The car rattles like something that's just come out of warranty."

We almost can't blame the interior for rattling, given it was consistently pummeled by the Mini's unforgiving suspension. We'd hoped the longer wheelbase would address the Mini's historically horrible ride quality. And actually, it does feel better on the highway, where the Mini

speeds along with the stolid confidence we'd expect of an entry-level BMW. "The new, larger Mini is a better-riding car than previous iterations," opined New York bureau chief Jamie Kitman after cruising up I-95 to Boston. But once we started driving the Mini every day around town, those tentative compliments were drowned out by a chorus of complaints. The Cooper, with its harsh-riding run-flat tires and 17-inch wheels, crashed over every bump harder than a Wall Street market correction. Perhaps we should have ordered up the standard 15-inch wheels without the run-flats, but they'd have looked puny.

OUR OPTIONS

Premium package (\$1,750), including panoramic sunroof, automatic climate control, Harman Kardon audio system. Mini Wired package (\$1,750), including navigation and Mini Connected XL. Park Assist package (\$1,000), including parking assistant and parking distance control. 17-inch aluminum wheels (\$1,250). Cold Weather package (\$600), including power-folding mirrors and heated front seats. Rearview camera (\$500). SiriusXM satellite radio (\$300). Blazing Red Metallic paint (\$250). Foglights (\$250). White bonnet stripes (\$100). Chrome Line exterior package (\$250). Sport seats (\$250). Storage package (\$250). Anthracite headliner (\$200). Interior surfaces in Firework (\$200). Glowing red color line (\$100).

MINIFEST: JOEY CAPPARELLA



We probably would have kvetched and moaned less about the stiff ride if the trade-off was another traditional Mini trait—great handling. But when we pushed the Cooper on back roads and at a local autocross event, we found it decidedly less chuckable than previous Minis. Artificially heavy steering, lazy throttle response, and compromised sightlines all detracted from the experience we've come to expect from Mini Coopers. "The overall impression is very un-go-kartlike," said Zenlea.

Even in the city, where a small hatchback like this should excel, the Mini didn't exactly make things easy. Daily news editor Jake Holmes took the car on a trip to Chicago and quickly tired of the

car's high-effort six-speed manual gearbox in stop-and-go traffic. "Combine the lazy throttle tip-in with an over-damped clutch and tall gearing, and you have a recipe for either over-revving or lugging the engine each time you pull away from a stop," he said.

Other staffers complained about the six-speed's gearing, which makes the three-cylinder mill feel less impressive than its specifications suggest, although others enjoyed working to keep the surprisingly sonorous engine on the boil. "Those who complain about the gearing should learn how to work a manual gearbox," quipped one editor. Touché.

One thing the tall gearing did help with was overall fuel

economy. We regularly hit 40 mpg on the highway and averaged 33 mpg overall, right on par with EPA combined rating (a number that was officially revised down from 34 mpg).

While mileage is important for some drivers, many cars achieve 40 mpg these days. How they go about their business is just as important for enthusiasts. The truth is several other compacts and subcompacts in the space offer the sort of sporty feel and luxury appointments that once made Mini unique, and they do so with fewer compromises. "Besides styling, why would someone buy this car instead of a better-driving Mazda3 or Volkswagen Golf?" asked Holmes near the end of our test. It's a fair point.

Given the stiffening competition, it was probably the right idea to make the Mini more practical, but the execution—at least in this specification—proved lacking. The car still rides like a rock, and it didn't hold together as well as we hoped. Worse, the Mini has lost some of the vitality that once made it possible to overlook such shortcomings. Owning a Mini Cooper still makes a style statement and grants you entrance into a vibrant Mini community, but to us, it's lost too much of its primary redeeming quality: driving fun. ■

2014 MINI COOPER

STAR RATING:



BASE PRICE:

\$20,745

AS-TESTED PRICE:

\$29,795

LAYOUT:

2-door, 4-passenger, front-engine, FWD hatchback

ENGINE:

1.5L 12-valve DOHC turbo I-3/134 hp @ 4,500-6,000 rpm, 162 lb-ft @ 1,250 rpm

TRANSMISSION:

6-speed manual

LAYOUT:

2-door, 4-passenger, front-engine FWD hatchback

EPA MILEAGE:

29/40/33 mpg city/hwy/combined

SUSPENSION F/R:

Strut-type, coil springs; multilink, coil springs

BRAKES F/R:

Vented discs/discs

TIRES:

205/45R-17
Pirelli Cinturato P7

HEADROOM F/R:

40.3/36.9 in

LEGROOM F/R:

41.4/30.8 in

SHOULDER ROOM F/R:

50.6/47.8 in

WHEELBASE:

98.2 in

L x W x H:

151.9 x 68.0 x 55.7 in

CARGO CAPACITY:

38.0 cu ft

WEIGHT:

2,763 lb

WEIGHT DIST. F/R:

61/39%

0-60 MPH:

7.4 sec

60-0 MPH:

127 ft

1/4 MILE:

16.0 sec @ 87 mph

TOP SPEED:

130 mph

SKIDPAD:

0.87 g

With its instantly recognizable styling, our car blended right in when we joined up with Mini's cross-country road rally, top.



WE'RE EXPLODING!  **COM**



See the newest ROADKILL episodes sooner at MotorTrendOnDemand.com, starting September 2015.

America's **HOTTEST WEB SHOW** for gearheads is ROADKILL, with a million-plus views per episode for four years. Now ROADKILL is

SEE

GO

GRAB
JOIN

WATCH





1993-1995 MAZDA RX-7

When the world's best sports cars came from Japan

Y

ou make allowances when you drive an old car. You tell yourself, "Two-hundred horsepower

was a big deal back then." Or you say, "Most cars didn't have disc brakes in those days." Or you think, "The handling's not bad, considering the hard tires and the solid rear axle."

Newer is almost always better. Or so I believed until I spent a long weekend in a 1995 Mazda RX-7. Every time I buried the throttle or leaned on the suspension, a question buzzed in my head as insistently as the car's free-revving rotary engine: "Where can I buy one?" Slap a Monroney sticker on the third-generation Mazda RX-7, and it would fly out of a new-car showroom.

Although a lot of people these days think Mazda's sports-car heritage began with the MX-5 Miata in 1989, the company had been a serious player in the two-seater market since the RX-7 debuted in 1978. Mazda's first mass-market sports car was an affordable, smart, and stylish coupe showcasing the Wankel rotary engine that was Mazda's signature piece of technology. In 1985 the original RX-7 was replaced by a second-generation model positioned as a poor man's Porsche 944.

By the 1990s a booming home economy helped Japanese carmakers take the center of the world stage with a combination of innovative technology and cost-effective manufacturing that no other country could match. What followed was the golden age of Japanese sports cars, an era that



The third-gen RX-7 was all sports car, all the time, from the lithe styled-in-America bodywork to the elegant yet practical fighter-jet-inspired cockpit.

gave us the Acura NSX, Mitsubishi 3000GT, Nissan 300ZX, and Toyota Supra. In 1991 Mazda scored an upset win in the 24 Hours of Le Mans then followed up the next year with the equally surprising third-generation RX-7.

The heart of the car was the twin-rotor 13B-REW engine featuring a pair of sequential turbochargers—a small one to boost power at low rpm

I VALUE TODAY: \$16,150 (NADA AVG)

COLLECTIBLE CLASSIC | BY PRESTON LERNER

and a bigger unit that spooled up when its little brother ran out of breath. Rated at a mere 1.3 liters, the rotary unit made 255 horsepower. Mated to a five-speed gearbox and a Torsen limited-slip differential, the combination translated into 0-60 mph times around 5 seconds and a quarter mile in about 14 seconds.

The super-stiff, ultra-light chassis—known internally as the FD3S, which is why the faithful refer to the third-generation car as the FD—was as impressive as the drivetrain. The double wishbone suspension incorporated lightweight cast-aluminum components. The engine was



With twin turbos that required a rat's nest of plumbing, the rotary engine ran hot and often failed. But on the road, the car looked fabulous.



located behind the front axle, helping achieve an evenly balanced 50-50 weight distribution. Curb weight was a trim 2,789 pounds, which compares today to the nearly 3,300 pounds of the 2014 Nissan 370Z.

The chassis was cloaked in flowing bodywork that managed to look sensuous and sinewy at the same time. Based on a concept developed in Southern California,

the sheetmetal benefited from a purity of form that was rare for the era, especially from a Japanese carmaker. The result was a piece of museum-quality rolling sculpture.

The FD arrived in the United States in 1992 as a 1993 model to hosannas from enthusiasts. Buyers, alas, were less enthralled. The new Mazda RX-7 was pricey, burned premium fuel at a prodigious pace

Car designers everywhere still love the RX-7's perfect proportions, notably the sleek front end and the small, tight cabin.



WHY BUY?

Fewer than 14,000 examples of the third-generation Mazda RX-7 were sold in the U.S. during the model's three-year run. Since it was an early hero car of "The Fast and the Furious" franchise and because it remains popular with tuners, stock FDs are hard to find. Then again, considering the original engine's propensity to blow up, modifications aren't necessarily a bad thing. Project cars—of which there are many—start for as little as \$7,500. But expect to pay \$15K for a reasonably reliable driver and north of \$25,000 for something special. "An FD is not a car for a casual owner," says Evan Burkitt, who owns an unmolested 1994 model (and had a '93 before that). "But it's a timeless design that still handles fabulously. And the rotary engine puts you in an exclusive club." The bean counters say the RX-7 doesn't have much investment potential. Maybe so. But how much fun can you have driving a mutual fund?



THE SPECS

THIS 1995 MAZDA RX-7

ENGINE:

1.3L twin-turbo twin rotary/255 hp @ 6,500 rpm, 217 lb-ft @ 5,000 rpm

TRANSMISSION:

5-speed manual

DRIVE:

Rear-wheel

FRONT SUSPENSION:

Double wishbones, coil springs

REAR SUSPENSION:

Double wishbones, coil springs

BRAKES F/R:

Vented discs

WEIGHT:

2,789 lb

(not to mention oil, as with all rotary engines), and faced plenty of stiff competition. But the biggest problem was the highly stressed engine, which had a distressing tendency to melt down at the slightest provocation. Sales quickly went from modest to minuscule, and the collapse of the Japanese bubble economy in 1992 didn't help. American imports ceased after the 1995 model year, though cars were built in Hiroshima until 2002.

The FD that I drove recently is one of the few cars to have survived in stock form. My biggest gripes, after wriggling gracefully into the low-slung cockpit, were the steering wheel—too big and too low—and materials and switchgear that felt too flimsy. But that was it for demerits. The elegant simplicity of the analog gauges makes most modern instrument panels look silly, pretentious, or overwrought, and the interior is a perfect cocoon for driving.

But where the car really shines is in motion. This Mazda RX-7 is lively in traffic, and when the second turbo kicks in around 4,000 rpm, you feel like you've just lit an afterburner that will carry you all the way to the redline at 8,000 rpm. During hard cornering, the car takes a confidence-inspiring set on its outside rear wheel. Of course, overconfidence can be an issue when dealing with a sharp turn-in and aggressive power delivery in a rocket ship with a short 95.5-inch wheelbase, especially since the FD sports no driver-assist controls other than antilock brakes.

Not that this RX-7 is a beast or a widow-maker. But it isn't as tossable as a Miata. Nor does it offer the direct mechanical connection of sports cars from the 1960s and '70s. The third-gen Mazda RX-7 is the apogee of 1990s engineering, but modern cars are safer and faster and "better" by all objective standards. Yet after two decades of supposed improvements to the sports-car breed, the 1993-'95 Mazda RX-7 delivers a driving experience that's more visceral and rewarding than anything on the road today. ■

Feature Car

1971 Mercedes-Benz
280 SE 3.5 Coupe
Sold at \$121,000

S/N 111.026.12.001787

GRAUBAU METALLIC

(medium blue) over parchment leather interior. 230-hp, 3.5-liter OHV V-8; four-speed automatic transmission. Excellent paint with only slight cracking where the hood closes. Very good chrome. The parchment leather upholstery looks virtually new. The engine bay is clean but hardly concours-quality, with tired rubber and an incorrect battery.



THE STORY BEHIND THE SALE:

By 1969 the earlier “finback” Mercedes sedans were finally being replaced by the new W108/W109 chassis that featured clean, modern bodywork.

Nevertheless, Mercedes-Benz continued building coupes and cabriolets on the former W111 chassis, thus preserving the elegant coachwork that had debuted in 1959 on the Mercedes 220 SE.

These two-door W111 models were among the last hand-built Mercedes-Benz automobiles and remained in production until July 1971.

Though the new 3.5-liter M116 V-8 would now power these two-door cars, the model nomenclature remained the same, except a chrome 3.5 badge now came after the 280 SE designation. This new

engine produced 200 horsepower and gave the 280 SE 3.5 a top speed of about 130 mph. These Benzes were considered the automaker's top-of-the-line luxury models and came with automatic transmission, power windows, air-conditioning, and stereo radios as standard equipment. This car has the desirable setup with the shift lever on the

floor, as opposed to the more common shift lever on the steering column.

Add this to the list of cars that continue to garner collector interest, a classic in the making. With that interest comes an increase in value as well. Good (but not great) 280 SE 3.5s can be found at a much lower price than this, but you better find one soon because the gap is closing fast.



1984
Chevrolet Corvette
Sold at \$19,250

Corvette (1984-1996) was basically all-new. The C4's sleek styling and lightweight, carefully

S/N 1G1AY0787E5132877

SILVER AND GRAY OVER

gray cloth interior. 205-hp, 5.7-liter OHV V-8; “4+3” manual transmission. Very good to excellent paint with only a small blemish on top of the rear spoiler. The wheels are unmarked. The interior with its cloth upholstery is immaculate; so is the engine bay. Of course, with less than 1,440 miles, it should appear like new.

The fourth generation of the

integrated chassis set carmakers in Britain, Germany, and Japan back on their heels. It was so fast on the racetrack that the SCCA even exiled the car to its own one-make series, the Corvette Challenge. This example has T-tops, a functional glass hatchback, and digital LCD instrument readouts. Though emissions-strangled power output makes this car seem unsexy, it is an almost new Corvette for less than \$20,000.



1961 Chrysler
300G Convertible
Sold at \$121,000

The 300G was the seventh edition of Chrysler's “letter series” of high-performance cars and the

S/N 8413197153

MARDI GRAS RED OVER

white leather interior. 375-hp, 6.8-liter V-8; three-speed automatic transmission. Good to very good paint with some visible orange peel around the driver's side headlight. Very good chrome. The interior is excellent with incredibly soft leather upholstery. Nicely detailed engine bay for the “wedge” V-8 with chrome parts. One of 337 examples of the 300G convertible built in 1961.

last to exhibit Virgil Exner's lean, rocket-style “Forward Look.” In addition to Exner's well-known oversize fins, the G models featured offset stacked headlights. The ribbed-style trunklid had become standard; the taillights were placed on either side of the body below the trunk opening and above the bumper. Big and expensive, the Chrysler letter-series cars are considered by some to be ancestors of muscle cars.

THE MOST COMMON QUESTION POSED TO ME BY MEN:

Male Enhancement Pills ... Do They Really Work?

**Dr. Steffanie Seaver PSY.D**
 Researcher, Author,
 Accomplished Public Speaker

Well, unfortunately, there are not many **Natural Male Enhancement** products that live up to their hype, but one of my readers recently emailed me about a new **RED** pill that blew his (and his partners) mind. After a little research on my end, I feel compelled to share this with the rest of my subscribers. **Please read on ...**

To: Seaver, Steffanie

Today at 7:54 AM

Red Hot Pill Partner Reaction Challenge

Dear Steffanie,

I recently received a sample for a new male enhancement product, **RED FORTERA**, in the mail. I've tried a few of these natural alternatives (not that I have a real problem) and I'm a relatively healthy male - but what guy **WOULDN'T** want an extra boost every now and then with that special someone? Well, most of the time, results from these products are somewhat underwhelming, but the moment I received this sample, I knew something was definitely different! First, this pill is **RED**, actually a sort of luscious red that you don't ordinarily see. Second, and more importantly, the sample came with an interesting letter from the manufacturer. The letter didn't make any ridiculous claims of how many inches I was going to gain, but *it did* make a rather bold statement that I could not get out of my head, one that intrigued me to the point I had no choice but to try this **new red pill**. Here's what the letter said, verbatim:

"... take our **"Partner Reaction"** Challenge, simply use this **FREE** sample 30 minutes prior to engaging in sexual activity and **TAKE NOTE OF YOUR PARTNER'S REACTION!** That's correct, don't believe our rhetoric, let your partner's reaction tell the real story - we **CHALLENGE** your partner **NOT** to show a reaction to the drastic difference in your performance. We're so sure that you're going to agree, we're **GIVING AWAY A FREE 3 MONTH SUPPLY** to the best testimonials we receive. Simply send us a paragraph or two describing your partner's reaction to your newfound prowess. We'll post the best descriptions we receive to our website (so keep them "clean" of profanities), and if yours is one of them, we'll send you a full **3 MONTH SUPPLY** absolutely **FREE!** (All personal info will be kept confidential.)

I couldn't believe it - these guys were so confident in their product, they were literally saying **MY PARTNER WOULD NOT BE ABLE TO CONTAIN HER REACTION** to the distinct difference in my performance. **THAT'S BOLD!** I mean, jeez, it's one thing to say take this pill every day for this next 60 days and feel a difference, but to literally say - take this pill today, **ONE TIME**, on your **FIRST TIME** trying it, and watch how your partner reacts? I was compelled to try just for the pure principle of it.

Steffanie, all I can say is, they weren't kidding. I didn't tell my wife I was trying it. Literally, in the middle of our "experience," she stopped me and said, "Ok what's going on, what did you take..." - I couldn't believe it! They were right! She couldn't help but to react! Steffanie, you have to find out more about this **New Red Hot Pill!** Now, every time my wife and I are intimate, she asks me, "Did you take the pill?" It's crazy but I had to order a 3 month supply! She won't let me go without it!

In fact, here's the phone number for your readers: **1-800-725-0232**, or they can go to **ITakeRed.com** to check it out. If they call today, they may still be able to get the **FREE SUPPLY** with their order like I did.



PREMIUM MALE ENHANCEMENT

EXPERTLY BLENDED SUPERIOR VIRILITY

We know that once you try this amazing **NEW RED HOT PILL** - you'll never want to go without it again - it's that simple.

In fact, we're so confident, we're giving a **30 Day Money Back Guarantee** - though you won't need it once you try our **NEW RED HOT PILL** - just watch your **Partner's Reaction!**

RED
FORTERA

DIETARY SUPPLEMENT



CALL **1-800-725-0232** or visit
ITakeRed.com RIGHT NOW
 to get a **FREE SUPPLY**
 with today's order!



1960 Pontiac Bonneville Sport Coupe
Sold at \$71,500

S/N 860P21034

CORONADO RED OVER

two-tone red and gray vinyl interior. 318-hp, 6.4-liter OHV V-8; four-speed automatic transmission. Excellent paint and chrome; the interior is just as nice. The engine bay has been meticulously detailed. This car was restored to an extremely high level.

Very sporty indeed, as it has the 6.4-liter Tri-Power V-8 with its three two-barrel carbs and a sequential throttle linkage. Also a Hydra-Matic transmission, bucket seats, power steering, power brakes, and power windows, not to mention rare A/C. The RM Sotheby's catalog says this drivetrain is all-original. This Bonneville also has the eight-lug Pontiac wheels that were available only in 1960. The restoration was reported to cost \$150,000. It shows in this exceptional example from the era when Bunkie Knudsen saved Pontiac with a sporty image, a wide-track chassis, and NASCAR racing.



1929 Stutz Model M Four-Passenger Speedster
Sold at \$302,500

S/N M8-43-CY17A

BLACK OVER GRAY

leather interior. 113-hp, 5.3-liter SOHC inline-eight; three-speed manual transmission. Good to very good paint with many scratches; the chrome shows surface corrosion. The upholstery is excellent. The carpets are dirty, and the steering wheel and column show plenty of paint chips.

Based in Indianapolis, Indiana, Stutz was known for its premium-price performance cars. It even had an international following, especially after a second-place finish at Le Mans in 1928. This car has been in three of the finest collections, owned by Miles Collier, Briggs Cunningham, and Bill Ruger. It's surprisingly sporty for a large four-door car, and it's perfect for driving events since you wouldn't want to pay to put this back into as-new condition. Sold for the middle of the presale estimate, the price is no surprise.



1972 BMW 2002
Sold at \$38,500

S/N 2581201

GOLF YELLOW OVER BLACK

leatherette interior. 100-hp, 2.0-liter SOHC inline-four; four-speed manual transmission. The paint, chrome, and glass are excellent. The interior is top-notch. Later-model BMW sport seats. A few small flaws, but overall as nice as they come.

The 2002 was the ultimate expression of BMW's "New Class" series of small sedans and coupes introduced in 1962. These Michelotti-styled, practical-size cars not only helped make BMW's reputation as a specialist in sport sedans but also saved the company from insolvency. The 02 Series brought together the original sedan platform with a smaller and lighter two-door unibody. Some 196,845 examples of the 2002 were produced between January 1968 and June 1975, RM Sotheby's says. Sadly, rust claimed many, so finding one this good is not easy.



1950 Buick Roadmaster Limousine
Sold at \$44,000

S/N 16340056

DARK COBALT BLUE OVER

dark blue leather and light blue broadcloth interior. 200-hp, 5.2-liter OHV I-8; two-speed automatic transmission. Excellent repaint; very good chrome. A custom roofline and padded top. All the windows are power-operated. The interior shows only minimal signs of use. Only a little more than 53,800 miles on the odometer.

A one-off limousine believed to have been specially built for GM vice president (and later president) Harlow Curtice. This Roadmaster spent time in several known collections and has been kept in very good order. Curtice saved the Buick Division during the Great Depression then became president and CEO of General Motors from 1952 until his retirement in 1958. During this time GM became the first company to make \$1 billion in profits in one year.



1951 Frazer Manhattan Convertible Sedan
Sold at \$55,000

Former Graham-Paige sales executive Joseph Frazer and innovative industrialist Henry J. Kaiser dissolved their



1958 Mercury Montclair Hardtop Coupe
Sold at \$33,000

was swapped out for a 70-liter, 400-hp Super Marauder unit early on. The Super Marauder could be

S/N F516-00102

YELLOW OVER BLACK

leather interior. 115-hp, 3.7-liter inline-six; four-speed automatic transmission. Good paint and chrome. The car is said to have never been completely restored, and it shows. The panel fit is inconsistent; the exterior rubber is dry and cracked. The interior is barely good because of stretched upholstery and loose stitching. Less than 66,000 miles on the odometer.

partnership in 1951, and only 10,000 cars bore the Frazer name that year. The Kaiser brand lasted in the automobile business until 1955. This convertible is said to be one of two pilot-production cars later used by Henry J. himself. Because Kaiser retired to Hawaii, the car's 1962 registration sticker from the Aloha State seems to confirm the car's history. Interesting does not always equate with valuable, yet still a good car with a good story.

S/N M8WB527967

CREAM AND TAN OVER

cream and tan vinyl interior. 400-hp, 70-liter OHV V-8; three-speed automatic transmission. Good to very good paint with some fading. The chrome is good but shows surface corrosion. The exterior rubber is cracking. The original upholstery is encased in plastic and noticeably dirty. The interior trim is good but shows a lot of wear.

This Merc's original 6.3-liter V-8

special ordered, and this one was built to "near NASCAR" specs. The car also has power steering, a push-button Merc-O-Matic transmission, tinted windows, dual outside mirrors, wire wheels, a "Continental kit" rear-mounted spare tire, rear fender skirts, and a signal-seeking Town & Country radio. Formerly in the Jerry Capizzi and the Wayne Davis collections, it sold in 2008 for \$55,000, so the 2015 price is a good buy. ■

Serving Our Customers Since 1998



ESTABLISHED IN 1998 • CELEBRATING
16
YEARS • ESTABLISHED IN 1998

Supporting a TeleMedicine Physician Network to help treat:

Erectile Dysfunction, Hair Loss, STD's, Weight Loss, Allergies & more.

- ✓ Lowest Prices from USA Pharmacies
- ✓ FDA-approved Genuine Brand Medications
- ✓ Call 7 days per week
- ✓ Over 550,000 Customers served since 1998



HABLAMOS ESPAÑOL

VIAMEDIC® CALL TOLL FREE
800-539-1917

Visit Viamedic.com/AUTO for special offers

BMW & MINI parts



- Free shipping over \$150 (most orders)
- Free DIY video guides
- Free color catalogs

BAVARIAN
autosport

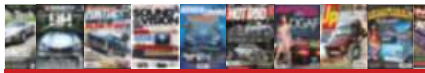
BMW Since 1974. MINI since 2002.

800.535.2002 | BavAuto.com

THE GREEN ROOM



@AUTOMOBILEMAG.COM



myowncover
upload - design - order



Looking for a personalized gift for almost any occasion?

- Upload your own photos
- Design great personalized covers
- Order prints to share or give as gifts

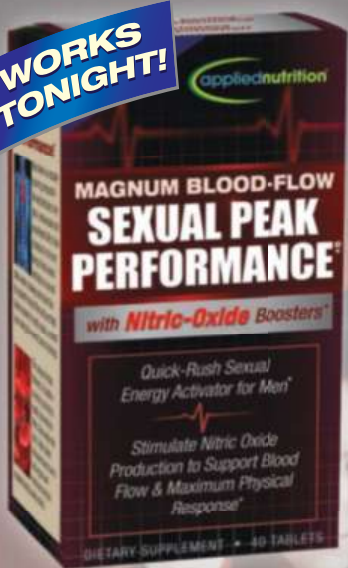
Create your own magazine cover and be a star.

www.myowncover.com



MAXIMIZE YOUR POTENTIAL

WORKS TONIGHT!



Available for purchase with coupon in fine stores everywhere or online at:

www.appliednutrition.com

Enter Coupon Code: 012061

Walgreens CVS/pharmacy VITAMIN WORLD

MAGNUM BLOOD-FLOW SEXUAL PEAK PERFORMANCE FOR MEN

SAVE \$3

EXPIRES 02/29/16 MANUFACTURERS COUPON

Consumer: Redeemable at retail locations only. Not valid for online or mail-order purchases. Retailer: Irwin Naturals will reimburse you for the face value plus 8 (cents) handling provided it is redeemed by a consumer at the time of purchase on the brand specified. Coupons not properly redeemed will be void and held. Reproduction by any party by any means is expressly prohibited. Any other use constitutes fraud. Irwin Naturals reserves the right to deny reimbursement (due to misredemption activity) and/or request proof of purchase for coupon(s) submitted. Mail to: CMS Dept. 10363, Irwin Naturals, 11400 Drive, Del Rio, TX 78840. Cash value: .001 (cents). Void where taxed or restricted. ONE COUPON PER PURCHASE. Not valid for mail order/websites. Retail only.



These statements have not been evaluated by the Food & Drug Administration. This product is not intended to diagnose, treat, cure or prevent any disease.

appliednutrition®

K1SPEED presents

RACE TO THE FINISH

[AN INDOOR KARTING PRODUCTION]

FEATURE: ARRIVE & DRIVE. ADULTS AND JUNIORS 48" AND UP.
GREAT FAMILY FUN. PROFESSIONALLY DESIGNED TRACKS. SPACIOUS LOBBIES. AUTHENTIC RACING
MEMORABILIA. MEETING ROOMS. CORPORATE EVENTS. CATERED PARTIES.

AZ - PHOENIX, CA - CARLSBAD - IRVINE - ANAHEIM - TORRANCE - ONTARIO - SANTA CLARA - SAN FRANCISCO - SACRAMENTO - SAN DIEGO, CO - DENVER
FL - FT. LAUDERDALE - MIAMI - ORLANDO, GA - ATLANTA, HI - KAPOLEI, IL - BUFFALO GROVE - ADDISON, IN - INDIANAPOLIS, MA - KINGSTON
NY - ALBANY - Poughkeepsie, TX - AUSTIN - DALLAS - HOUSTON - SAN ANTONIO, WA - SEATTLE (800) K1-KARTS | K1SPEED.com

PERMANENT LIFETIME ENLARGEMENT?

Dr. Bross advises erection size can be 3 inches bigger, stay harder and can have enlargement for a lifetime when you continue to take **PRO+PLUS PILLS**.
PRO+PLUS Ultimate • Men of any age can achieve the highest success rate in 2-3 months. Does not contain Yohimbe and L-Arginine.
PRO+PLUS Advanced • Maximum results in 3 to 4 months for men 18-45.
PRO+PLUS Xtreme for immediate erections. Effective up to 12 hours.
MyTmax testosterone booster. Powerful herbal formula can increase sexual energy.

What a difference 3 inches makes

Add **PRO+PLUS ACCELERATOR LIQUID** to any Pro+Plus Formula. See and feel the benefits immediately.

Credit Card Orders Call Toll Free Anytime • 24/7
1-800-378-4689
1-818-342-2028 • 9 am-5 pm PST (M-F) Se Habla Español

More Free Specials: www.ProPlusMedical.com
Mail Payment to: **Avid Pro Medical Dept. 512B1A**
18720 Oxnard St. #103, Tarzana, CA 91356

PRO+PLUS XTREME - 48 Capsules	\$48.75 each \$
PRO+PLUS LO ACCELERATOR LIQUID	\$25.00 each \$
SEXICITER LIQUID to Excite Women	\$25.00 each \$
ATTRACT-A-MATE to Attract Women	\$25.00 each \$

30 Days plus 30 Days FREE \$45
60 Days plus 60 Days FREE \$80
180 Days plus 180 Days FREE \$150

Shipping, Rush Service and Insurance \$20.00 VALUE ONLY \$ 14.95

For best results Dr. Bross recommends 1 year supply to reach your Maximum Potential

Money Back Guarantee. I'm Brenda, My boyfriend uses the Pro+Plus Ultimate. Hear how he satisfies me. (888) 242-0469

Pro+Plus Pills

MYTMAX Testosterone Booster	Advanced Can gain up to 50% in length & width	Ultimate Can gain up to 50% in length & width
	\$60 \$110 \$210	\$80 \$140 \$240
	\$45 \$80 \$150	
		\$ 14.95
		Total Enclosed

Individual results may vary. These statements have not been evaluated by the FDA. This product is not intended to diagnose, treat, cure or prevent any disease.

ATHENA PHEROMONE 10x[™] GETS YOU MORE AFFECTION from WOMEN

10X increases your sexual attractiveness to women. Vial of 1/6 oz. added to 2-4 oz. of your fragrance worn daily lasts 4 to 6 mos. Or use straight.
Effective for 74% in two 8 week studies.
Athena Pheromone 10X for men: \$99.50 for 6 month supply. Athena Pheromone 10:13 for women: \$98.50. Cosmetics, not aphrodisiacs. **FREE US SHIPPING.**

RAISE the OCTANE of your AFTERSHAVE

♥ **Gig (NY)** 24TH order "Listen, Dr. Cutler, I would like another 6 pack of 10X. I want to tell you. The first time I read about you in 1996, I tried the 10X and have been using it ever since. It's the most amazing product! It works fabulous! I am dating someone now and you should see the look on her face! The 10X has made all the difference. Thank you very much for this amazing product. 10X works!" Received 3/19/12

DR. WINNIFRED B. CUTLER

- Creator of 10:13[™] and 10X[™]
- PhD, biology, U Penn, Postdoc Stanford
- Author 8 books, 40+ scientific articles.
- Co-discovered human pheromones in 1986. (Time 12/1/86; Newsweek 1/12/87)

Not in stores. Call: 610-827-2200 or order online at athenainstitute.com

REJECT CHEAP IMITATIONS
Athena Institute, 1211 Braefield Rd.
Chester Springs, PA 19425 AUT

Scan QR code with Smart Phone

STATEMENT OF OWNERSHIP
As required by Title 39, Section 3685 United States Code below is the Statement of Ownership, Management, and Circulation of Automobile.

1. Publication Title: Automobile
2. Publication Number: ISSN 0894-3583
3. Filing Date: 10/01/15
4. Issue Frequency: Monthly
5. Number of Issues Published Annually: 12
6. Annual Subscription Price: \$19.94
7. Complete Mailing Address of Known Office of Publication: 261 Madison Avenue, 6th Floor, New York, NY 10016.
Contact Person: Brian Laboe Phone 212-915-4182
8. Complete Mailing Address of Headquarters or General Business Office of Publisher: TEN: The Enthusiast Network, LLC, 831 S. Douglas St., El Segundo, CA 90245
9. Publisher: Eric Schwab, 831 S. Douglas St., El Segundo, CA 90245; Editor: Mike Floyd, 831 S. Douglas St., El Segundo, CA 90245; Managing Editor: Rusty Kurtz, 831 S. Douglas St., El Segundo, CA 90245;
10. Owner: TEN: The Enthusiast Network, Inc. 831 S. Douglas St., El Segundo, CA 90245
11. Known Bondholders, Mortgagees, and Other Security Holders Owning or Holding 1 Percent or More of Total Amount of Bonds, Mortgages or Other Securities: None ☒
12. Tax Status: For completion by nonprofit organizations authorized to mail at nonprofit rate)
(Check one) The purpose, function, and nonprofit status of this organization and the exempt status for federal income tax purposes
☒ Has Not Changed During Preceding 12 Months
☐ Has Changed During the Preceding 12 Months
13. Publication Title: Automobile
14. Issue Date for Circulation Data Below: October 2015
15. Extent and Nature of Circulation:

	Average No. Copies Each Issue During Preceding 12 Months	No. of Copies of Single Issue Published Nearest to Filing Date
a. Total number of copies	555,690	518,933
b. Paid Circulation (by mail and outside the mail)		
1. Mailed Outside-County Paid Subscriptions Stated on PS Form 3541	307,801	294,282
2. Mailed In-County Paid Subscriptions Stated on PS Form 3541	0	0
3. Paid Distribution Outside the Mails Including Sales Through Dealers and Carriers, Street Vendors, Counter Sales and Other Paid Distribution Outside USPS	21,126	22,147
4. Paid Distribution by Other Classes of Mail Through the USPS	0	0
c. Total Paid Distribution	328,927	316,429
d. Free or Nominal Rate Distribution (By Mail and Outside the Mail)		
1. Free or Nominal Rate Outside-County Copies included on PS Form 3541	162,422	147,789
2. Free or Nominal Rate In-County Copies included on PS Form 3541	0	0
3. Free or Nominal Rate Copies Mailed at Other Classes Through the USPS	0	0
4. Free or Nominal Rate Distribution Outside the Mail	6	0
e. Total Free or Nominal Rate Distribution	162,428	147,789
f. Total Distribution	491,355	464,218
g. Copies not Distributed	64,336	54,715
h. Total	555,690	518,933
i. Percent Paid	66.9%	68.2%

16. Extent and Nature of Circulation:

	Average No. Copies Each Issue During Preceding 12 Months	No. of Copies of Single Issue Published Nearest to Filing Date
a. Paid Electronic Copies	43,734	43,857
b. Total Paid Print Copies (Line 15C) + Paid Electronic Copies (Line 16A)	372,680	360,086
c. Total Print Distribution (Line 15F) + Paid Electronic Copies (Line 16A)	535,088	507,875
d. Percent Paid (Both Print & Electronic Copies) (16b divided by 16c X 100)	69.6%	70.9%

☒ I certify that 50% of all my distributed Copies (Electronic & Print) are paid above a nominal Price

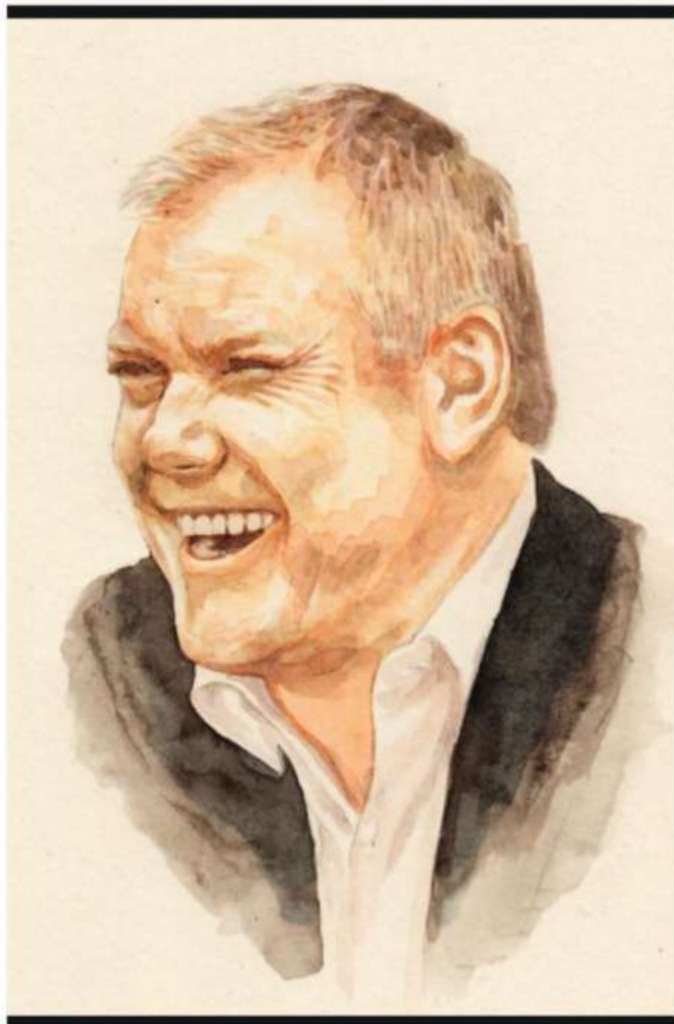
17. Publication of Statement of Ownership will be printed in the: December, 2015 issue of this publication.

18. Signature and Title of Editor, Publisher, Business Manager, or Owner
Thomas Slater, SVP Consumer Marketing 10-1-2015

I certify that all information furnished on this form is true and complete. I understand that anyone who furnishes false or misleading information on this form or who omits material or information requested on the form may be subject to criminal sanctions (including fines and imprisonment) and/or civil sanctions (including civil penalties).

CATCHING UP WITH CRAIG JACKSON

CHAIRMAN AND CEO OF
BARRETT-JACKSON AUCTION COMPANY



In the mid-'90s, Craig Jackson's older brother, Brian, died from cancer, and Craig replaced him as Barrett-Jackson's chairman and CEO. Two decades later, the car-collecting industry has changed a lot, but Brian Jackson's influence is still evident, as we heard when we caught up with Craig Jackson earlier this year at the Pebble Beach Concours d'Elegance.

CJ: My brother passed away in 1995, 20 years ago. He got sick here, 20 years ago today. At the end of the concours, he wasn't feeling well, so we went to the Monterey hospital. Six months later, he was dead, so I took over. It wasn't a cheery way to take over, but at least I had grown up in the business and knew it.

AM: How have you seen Barrett-Jackson and car collecting on the whole change during your time as chairman and CEO?

CJ: When I took over, car collecting was really kind of flat. Everybody thought that when the generation that grew up with the old classics died off, that would be it. My goal was to bring in younger and broader demographics. I put us on the Internet in '94 and put our entire catalog up digitally. By '95, we were doing Internet bidding, and we've been on live television since '97, which really opened up car collecting to a much broader audience.

AM: What do you mean by a "broader audience"?

CJ: Car collecting isn't about just one genre of cars. The big Ferraris get all the press, but how can people aspire to collect cars if that's all they see? We were victims of our own success when we did three hours of television but only showed the expensive cars. Everybody said, "Oh, you can't go to Barrett-Jackson and buy a car, because all they sell are million-dollar cars." So we expanded and embraced the broadness of the market. You have to keep evolving. The hobby keeps evolving.

AM: Places like this, Pebble Beach—how's it evolved?

CJ: Pebble was the nucleus for car shows. I've been coming to Pebble Beach since ... well, this is my 50th year. I started when I was 6 or 7 years old. It was just a picnic. My family used to bring a picnic basket, and I remember running all around here with Phil Hill's kids. It was much quieter then, but you just can't look at the past; things evolve. Now there's so much going on. We used to go to everything, but eventually I had to throw my hands up and say, "There's no way." Is seven auctions

too much? Is three car shows a day too much? I think it's reached a point of saturation, but I don't think Pebble Beach itself has been diluted. I thought it was satisfying this morning, seeing GT350s pulling up onto the lawn of Pebble Beach. I raced a GT350 this weekend. It was my brother's GT350, the No. 34, probably the earliest VIN GT350 out there racing.

AM: Yeah? How'd you do?

CJ: I did OK. I passed about 12 people, but I started at the back. My goal was to take the car out, not bend it, have fun, and just ... I did it in honor of my brother. He was a vintage racer. We never raced against each other, since I started out only after he passed away. We were both Type A personalities, so it's probably better we didn't race against each other.

AM: He's still a big part of your life. How do you think he would feel about the work you've done?

CJ: He used to say, "If you want to do something, then go do it." When I computerized, he gave me maybe \$5,000 to computerize the whole office. So I built all the computers and wrote the code myself. I thought we had to keep changing, had to keep moving forward, and he thought that if something wasn't broken, don't fix it. But we had a common vision of making Barrett-Jackson not just an auction but also an event. He didn't get to see what we turned it into, but I think he would've liked what we turned it into. I don't know if we would've argued a lot about it, but ...

AM: Those Type A personalities, huh?

CJ: [Laughs] I guess so, yeah. When he was dying, I asked him, "What should I do?" And he goes, "You already know what to do." He would've never said that had he stayed healthy. We would've fought like cats and dogs. But we agreed that car collecting was going to evolve, and he was one of the ones early on who knew we had to embrace new segments beyond the hot rods and muscle cars that we had grown up with. We had started down that road together. He just didn't get to see what you see now. ■



Ready for no-man's land.



Ready for extracurriculars.

The all-new, ready-for-anything, 2016 Honda Pilot Elite.

With Intelligent Traction Management for diverse conditions and adaptable seating arrangements for any situation.

Pilot Elite shown. © 2015 American Honda Motor Co., Inc.



Ready to hang ten.



Ready for Mother Nature.



Fe Focus RS

breed



Go Further

